



MINUTES OF THE IMPROVEMENT AND SERVICES COMMITTEE

**WEDNESDAY, SEPTEMBER 25, 2019, 5:45 PM
CITY HALL, ROOM 207**

A. ROLL CALL.

Present: Ald. Chris Wery, Ald. Brian Johnson, Ald. Andy Nicholson, Ald. Mark Steuer

Excused: Ald. Jesse Brunette

Others Present: Jeremy Kroll

B. APPROVAL OF THE AGENDA.

Moved by Ald. Brian Johnson, seconded by Ald. Mark Steuer to approve the agenda as amended. Item D. 4. will be discussed first then the remaining items will be discussed according to the original order. Motion carried. Vote: Yes- Andy Nicholson, Brian Johnson, Chris Wery, Mark Steuer, No- None, Abstain- None

C. APPROVAL OF MINUTES.

Moved by Ald. Brian Johnson, seconded by Ald. Mark Steuer to approve the minutes. Motion carried. Vote: Yes- Andy Nicholson, Brian Johnson, Chris Wery, Mark Steuer, No- None, Abstain- None

D. REGULAR BUSINESS.

I. Consideration with possible action on request by Ald. Brunette on amending the City's ordinance on landscaping, weeds, vegetation, and gardens on residential lots (held from the September 11, 2019 Improvement and Services Committee meeting).

Moved by Ald. Mark Steuer, seconded by Ald. Chris Wery to hold until the October 9, 2019 Improvement and Services Committee meeting the request by Ald. Brunette on amending the City's ordinance on landscaping, weeds, vegetation, and gardens on residential lots. Motion carried. Vote: Yes- Brian Johnson, Chris Wery, Mark Steuer, No- None, Abstain- None

2. Consideration with possible action on request by Ald. Galvin that the Department of Public Works develop better systems to better and more quickly respond during disasters and staff will present a summary of lessons learned from the March 2019 floods (referred to staff from the September 11, 2019 Improvement and Services Committee meeting).

Moved by Ald. Mark Steuer, seconded by Ald. Chris Wery to refer to staff the request by Ald. Galvin that the Department of Public Works develop better systems to better and more quickly respond during disasters and to study the responses to the disasters. Motion carried. Vote: Yes- Brian Johnson, Chris Wery, Mark Steuer, No- None, Abstain- None

3. Consideration with possible action on request by Ald. Lefebvre that the gate at the east side yard waste site is left open during the winter and report the hours of operation and the procedure for closing the gate at the site (referred to staff from the September 11, 2019 Improvement and Services Committee meeting).

Moved by Ald. Mark Steuer, seconded by Ald. Chris Wery to receive and place on file the request by Ald. Lefebvre that the gate at the east side yard waste site is left open during the winter and report the hours of operation and the procedure for closing the gate at the site. Motion carried. Vote: Yes- Brian Johnson, Chris Wery, Mark Steuer, No- None, Abstain- None

4. Consideration with possible action on request by Ald. Nicholson to address surface water drainage issues at 1661-1663 Elkay Lane and to approve the City to reimburse Jeremy Kroll \$3,000 of the cost to install the private storm sewer (referred back to staff from the September 17, 2019 Common Council meeting).

Moved by Ald. Mark Steuer, seconded by Ald. Chris Wery to open the floor for discussion. Motion carried. Vote: Yes- Andy Nicholson, Brian Johnson, Chris Wery, Mark Steuer, No- None, Abstain- None

Moved by Ald. Mark Steuer, seconded by Ald. Chris Wery to close the floor for discussion. Motion carried. Vote: Yes- Andy Nicholson, Brian Johnson, Chris Wery, Mark Steuer, No- None, Abstain- None

Moved by Ald. Mark Steuer, seconded by Ald. Chris Wery to approve the request by Ald. Nicholson to address surface water drainage issues at 1661-1663 Elkay Lane by having the City partner with the owner, Jeremy Kroll, to split the cost of installing the private storm sewer system. Motion carried. Vote: Yes- Andy Nicholson, Brian Johnson, Chris Wery, Mark Steuer, No- None, Abstain- None

5. Consideration with possible action on request by Ald. Steuer to study and report out on the feasibility of utilizing the “even-odd” residential address overnight parking scenario, as is done in Milwaukee, in order to relieve the parking problems at residences with limited parking spaces (referred to staff from the August 14, 2019 Improvement and Services Committee meeting).

Moved by Ald. Chris Wery, seconded by Ald. Mark Steuer to hold until the October 23, 2019 Improvement and Services Committee meeting the request by Ald. Steuer to study and report out on the feasibility of utilizing the “even-odd” residential address overnight parking scenario, as is done in Milwaukee, in order to relieve the parking problems at residences with limited parking spaces. Motion carried. Vote: Yes- Brian Johnson, Chris Wery, Mark Steuer, No- None, Abstain- None

6. Consideration with possible action on request by Ald. Steuer to look at the possibility and feasibility of renaming the Walnut Street Bridge to the Bart Starr Memorial Bridge.

Moved by Ald. Mark Steuer, seconded by Ald. Chris Wery

A. To receive and place on file the request by Ald. Steuer to look at the possibility and feasibility of renaming the Walnut Street Bridge to the Bart Starr Memorial Bridge, to prepare a resolution in support of renaming the bridge.

B. To submit the resolution to the State of Wisconsin.

Motion carried. Vote: Yes- Brian Johnson, Chris Wery, Mark Steuer, No- None, Abstain- None

7. Consideration with possible action on the policies and procedures of the Inspection Department as it applies to communicating and working with constituents who request their alderman's assistance. Further, to discuss customer service standards and work expectations of inspectors. Investigate the addition of evening and/or weekend inspection hours (recommendation to be made to Personnel Committee only pursuant to GBMC 2.06(9)).

Moved by Ald. Chris Wery, seconded by Ald. Mark Steuer to refer to Protection and Policy Committee for the October 21, 2019 meeting on the policies and procedures of the Inspection Department as it applies to communicating and working with constituents who request their alderman's assistance. Further, to discuss customer service standards and work expectations of inspectors. Investigate the addition of evening and/or weekend inspection hours (recommendation to be made to Personnel Committee only pursuant to GBMC 2.06(9)). Motion carried. Vote: Yes- Brian Johnson, Chris Wery, Mark Steuer, No- None, Abstain- None

8. Consideration with possible action on request by the Department of Public Works on proposed 2020 Parking Division rates and fees.

Moved by Ald. Chris Wery, seconded by Ald. Mark Steuer to approve the request by the Department of Public Works on proposed 2020 Parking Division rates and fees and have staff provide 2020 revenue projections to Alders prior to the October 1, 2019 Common Council meeting. Motion carried. Vote: Yes- Brian Johnson, Chris Wery, Mark Steuer, No- None, Abstain- None

9. Consideration with possible action on the request by the Department of Public Works to execute

Amendment X to the Brown County Municipal Recycling Agreement.

Moved by Ald. Chris Wery, seconded by Ald. Mark Steuer to approve the request by the Department of Public Works to execute Amendment X to the Brown County Municipal Recycling Agreement. Motion carried. Vote: Yes- Brian Johnson, Chris Wery, Mark Steuer, No- None, Abstain- None

10. Consideration with possible action regarding report on the citation rates from neighboring communities (referred to staff from the August 14, 2019 Improvement and Services Committee meeting).

Moved by Ald. Chris Wery, seconded by Ald. Mark Steuer to receive and place on file the report on the citation rates from neighboring communities. Motion carried. Vote: Yes- Brian Johnson, Chris Wery, Mark Steuer, No- None, Abstain- None

11. Consideration with possible action on request by Tycore Built LLC to dedicate to the City of Green Bay the infrastructure improvements in Pine Acres subdivision.

Moved by Ald. Mark Steuer, seconded by Ald. Chris Wery to approve the request by Tycore Built LLC to dedicate to the City of Green Bay the infrastructure improvements in Pine Acres subdivision. Motion carried. Vote: Yes- Brian Johnson, Chris Wery, Mark Steuer, No- None, Abstain- None

12. Consideration with possible action on request by Holtger Bros., Inc. to enter into an annual Hold Harmless Agreement for access to the City of Green Bay sewer system to conduct inspection of the sewer mains and laterals.

Moved by Ald. Mark Steuer, seconded by Ald. Chris Wery to approve the request by Holtger Bros., Inc. to enter into an annual Hold Harmless Agreement for access to the City of Green Bay sewer system to conduct inspection of the sewer mains and laterals. Motion carried. Vote: Yes- Brian Johnson, Chris Wery, Mark Steuer, No- None, Abstain- None

13. Consideration with possible action on applications for Concrete Sidewalk Builder's Licenses by the following:

- A. McDonald Services, LLC
- B. N & L Concrete Construction LLP
- C. Tri-North Builders, Inc.

Moved by Ald. Chris Wery, seconded by Ald. Mark Steuer to approve the applications for Concrete Sidewalk Builder's Licenses by the following:

- A. McDonald Services, LLC
- B. N & L Concrete Construction LLP
- C. Tri-North Builders, Inc.

Motion carried. Vote: Yes- Brian Johnson, Chris Wery, Mark Steuer, No- None, Abstain- None

14. Consideration with possible action on application for a Tree and Brush Trimmer License by A Four Season Tree Care.

Moved by Ald. Chris Wery, seconded by Ald. Mark Steuer to approve the application for a Tree and Brush Trimmer License by A Four Season Tree Care. Motion carried. Vote: Yes- Brian Johnson, Chris Wery, Mark Steuer, No- None, Abstain- None

15. Consideration with possible action on application for Underground Sprinkler System License by IXL Sprinkler Systems.

Moved by Ald. Chris Wery, seconded by Ald. Mark Steuer to approve the application for Underground Sprinkler System License by IXL Sprinkler Systems. Motion carried. Vote: Yes- Brian Johnson, Chris Wery, Mark Steuer, No- None, Abstain- None

E. INFORMATIONAL.

1. Director's Report on recent activities of the Public Works Department.

Moved by Ald. Mark Steuer, seconded by Ald. Chris Wery to receive and place on file the Director's Report on recent activities of the Public Works Department. Motion carried. Vote: Yes- Brian Johnson, Chris Wery, Mark Steuer, No- None, Abstain- None

2. The next Improvement and Services Committee meeting is scheduled for October 9, 2019.

F. PUBLIC HEARINGS.

G. ADJOURNMENT.

Moved by Ald. Mark Steuer, seconded by Ald. Chris Wery to approve to adjourn the Improvement and Services Committee meeting. Motion carried. Vote: Yes- Brian Johnson, Chris Wery, Mark Steuer, No- None, Abstain- None

VERBATIM MINUTES

- Improvement and Services Committee to order. Let it be recorded Steuer, Johnson, Nicholson, Wery are present. We need approval of the agenda.
- So moved. Wait a minute, we've got to move one item.
- Move to amend to move item number four to the first spot.
- Okay, motion by Johnson to move number four to first.
- Second.
- Second by Wery. Any other discussion? Hearing none, all in favor?
- [All] Aye.
- Nays? Motion carried. Approval of the minutes?
- So moved.
- Second.
- Motion by Johnson, second by Steuer. Any other discussion? Hearing none, all in favor?
- [All] Aye. Nays? Motion carried. Regular Business. Number four, consideration with possible action on a request by Nicholson to address surface water drainage issues at 1661-1663 Elkay, and to approve the City to reimburse Kroll \$3,000.00 of the cost to install the private storm sewer, referred from staff, September 17th, Common Council. Okay, what I would like to do is that, make some type of, let's get something on the floor so we can get this to City Council. And basically we're going to discuss it there. Those are my wishes.
- Does Jeremy want to talk?
- Pardon?
- Do you want to talk?
- Do you want to talk?
- [Jeremy] Yes.
- Motion to open the floor.
- Okay, motion to open the floor for interested parties.
- Second.
- Second by Steuer. Any other discussion? Hearing none, all in favor, nays, motion carried. Just state your name and address for the record, please.

- [Jeremy] Jeremy Kroll, 2744 Glendale Avenue. 606 7872 something or other. Well, you know we've been dealing with this for a while now. I'm still actually going through with the process of getting occupancy permit. And with how long everything's been taking, I finally had reached out to my lawyer. And he suggested that I just, because I was approved on everything for my occupancy, is moving my renters in. And then forcing the City to come up with a plan to take action.

- Okay, what do you want us to do then?

- [Jeremy] I think--

- Just receive and place on file then?

- [Jeremy] If we can go to Council and get it resolved there, one more time. I mean, I'm up for that, I'm all for making it work, getting it resolved.

- Well that's what I'm trying to do.

- [Jeremy] I don't want to have a lawyer, I really don't. That's why I've been here for however many months now, and I keep getting the runaround at the Inspection Department. Now I'm onto I've gotten the full, complete occupancy, and they're like, no, well, you're gonna have to call this guy, call Erosion Control, okay. I call Erosion Control, have I got a call back? No, nothing. So now I'm sitting here hanging. Now I'm to the point where it's like, what do I do? Do I keep throwing money out the window here? I'm in the process of losing a lot of money, a lot. Not just a little. And I'm not a super rich person, this is me doing this all from money saved throughout my whole life to enter into this project. And I feel like I've gotten no help. I've called the City, the inspectors are disrespectful. They offer no help at all. Which I find quite appalling, really, because it's like, I thought we were supposed to be working here together to get this done. But it seems to me that nobody's willing to offer help or do anything to get this resolved.

- Okay, well what I'd like to see is this moved forward with something to get it to the Council. Alderman Steuer?

- I was just gonna ask if inspectors are here right now. If there's a way that they could chime in on this, what the situation with this, or not?

- [Paul] I'm here, but I don't, that'd have to be the--

- But you're not, you're here for something else, all right.

- [Paul] They're the ones that were doing the inspection.

- Okay.

- Well they're not here.

- Well I would appreciate, the side from the City to find out what is going on with this. Because it seems like it's gone back and forth. Public Works, Inspection, he said, she said. It's frustrating for all of

us, so we just need to get some clarification. So if we have to speak about it at Council, I'm fine with that.

- Aldermen Steuer, Wery has some type of--

- Did we open the floor, do we need to close it?

- Any more questions?

- Oh, I'm sorry, I am sorry.

- No, I'm ahead of myself.

- Fine.

- Any other questions?

- No.

- All right, motion to close the floor?

- So moved.

- Second.

- Second.

- Close the floor by Wery, second by Johnson. Any other discussion? Hearing none, all in favor?

- [All] Aye. Nays? Motion carried. Alderman Wery?

- Thank you, Mr. Chairman. I'll make a motion to send this to Council for the City to partner with Jeremy Kroll to install the storm sewer at a 50 50 cost share.

- Okay, motion by Wery. Is there a second?

- Hold on a second.

- But one of the things that was requested was to have the Law Department here, and Assistant City Attorney Mather is here.

- Okay.

- Oh, okay, well, I didn't know who that person was.

- [Lindsay] That's me.

- Oh, okay. Well, there's a motion on the floor, is there a second?

- For discussion?
- Right.
- Okay, I'll second that.
- Second by Steuer. All right.
- If I could, Mr. Chairman?
- Yeah, go ahead.
- My motion is not to reimburse in anyway. We're not looking at any kind of claims coming in, we're partnering with him. We're partnering with him to build this storm sewer. So it's not any type of looking for reimbursement or a claim of any kind, it's on this particular project, if it's a consensus, we're going to partner on this project.
- Okay. Your name, again.
- [Lindsay] I'm Lindsay Mather, Assistant City Attorney. I don't think I've had the pleasure of meeting either of you guys.
- How long have you been with the City?
- [Lindsay] Just since the end of May, so relatively recently. Hello.
- Hi, welcome aboard.
- Hello.
- [Lindsay] So I'm not sure exactly how what you're proposing would change this analysis. Vanessa asked me to look into some more of what she had spoken about at Council, just about if the City is going to spend money, it has to be for a public purpose. And I don't think, well, it has to be a direct benefit to the public, and not just to a private individual. So even if the City would go 50 50, the Council has to determine whether there's a valid public purpose that's a direct benefit to the public in general, and not just to Mr. Kroll. So, you'd also have to identify where the money would be coming from. But if any benefit to the public is just incidental or indirect, and the primary purpose of the expenditure is still to benefit a private party, that doesn't satisfy the public purpose requirement, and so that would be a problem. I have more specifics on what kinds of, like what the factors are for public purpose, if you're interested, I don't know how in depth you'd like me to go. Thoughts?
- Well, I think one question I have--
- [Female Virtual Assistant] Unknown caller. Does that mean yes?
- Go ahead, Steuer.

- Thank you. I guess the question I have, granted it sounds like it would be for an individual person or corporation or whatever that this would be happening. I'm just wondering because of the way the drainage was, or the way things were set up beforehand, that you could look at, that this would be a benefit for the area in general. Alder Wery, were you looking at just that specific spot? My thought is that if it went further, Elkay's right on the City line. I'm just wondering, the whole thing that we're talking about, drainage so to speak, that's where I'd have a little problem with that. So I'm just wondering if it was just for that particular property that you're looking at, and if that would be cause to be look at could it help a bigger area, for the public good?

- Well, I think there's no drainage on the street, right?

- Well the drainage used to use the right-of-way of Irene, and it drained down to the radius returns on Elkay. When the property owner started developing the property, he then plugged that drainage path causing the ponding, which is why the private drain system was required.

- Okay.

- [Lindsay] And so that's kind of another element.

- Mark, do still have any questions you have?

- No, I've, she kind of, well, Steve kind of answered it. But go ahead, you can finish with your statement.

- If there's an issue with flooding or inadequate drainage or something like that, in theory that could be a public purpose, but you have to consider if it's, there's an element here of, because it was not a problem until somebody started building on the property, then it's something that was caused by a private individual. And then we would have to expend public funds to rectify the issue.

- Is the determination of the public purpose up to discretion of the Committee, and ultimately Council?

- [Lindsay] Yes.

- And so right now we have ponding on a street. I don't know, I like the motion. Let's let Council figure it out.

- Okay. Thank you very much.

- Thank you.

- All right, all in favor?

- [All] Aye.

- Nays? Motion carried. Recommendation to City Council, 6:00 o'clock, this coming Tuesday, correct?

- Yes.
- It is.
- Same room we were at. Thank you very much.
- [Jeremy] Thank you.
- I have to leave the meeting.
- Okay.
- All right.
- Is Galvin sitting in?
- He can if he wants, but we've got a quorum.
- Okay.
- We've got a quorum.
- If he wants to.
- [Bill] I'm good.
- He doesn't have nice enough shoes to sit up here, does he?
- That's true.
- All right, item number one, consideration with possible action on request by Alder Brunette on amending the City's ordinance on landscaping, weeds, vegetation, and gardens on residential lots, held from September 11, 2019, Improvement and Services Committee. Alder Brunette has requested that we hold this until the next meeting, so I'll entertain a motion.
- So moved.
- Second.
- A motion by Steuer, second by Wery. Any discussion? Seeing none, all those in favor say aye?
- [All] Aye.
- Opposed? Motion carries. Item number two, consideration with possible action on a request by Alder Galvin that the Department of Public Works develop better systems to better and more quickly respond during disasters, and staff will present a summary of lessons learned from the March 2019 floods. Referred to staff from the September 11th, 2019 Improvement and Services Committee meeting. Alder Galvin.

- [Bill] Thank you, I requested it more to do with more recent events. We had two large storms with a lot of wind damage, power outage, trees down. I became concerned when I found major intersections in the city, unmanned by any police officers with no traffic control. And the police were stretched out, then they had no one to put there. With a rollover accident at Decker and Main, there was some injuries involved. I called the PD, how come you don't have anyone there? I don't have anyone to put there. How come you don't have the portable stop signs up? How come we don't have barricades at roads that are blocked with trees or power lines down, we don't have the staff, the manpower, no fire department. So I had a discussion with Commander Warych. They tried to do better the next time, and then we had the tornado. Again, the same thing. This time I was a little more insistent with the police department, and part of the reply to me was, there was a lot of flooding on the near west side. DPW was responding to that. And so the PD, after waiting three hours, had to go get the barricades themselves and go set them up. We've got really good departments. PD, Fire, Public Works, Parks. They all do a real good job, but I think sometimes we get into too much of a silo type attitude. I remember when I was on the police department, we had issues with wanting to get barricades up and it turned up into kind of a union issue. But I think, as a city, as a community, we can do better to serve the citizens, to get their streets open, keep things safe for them, and I think if the departments were to practice or work together better, I think we can come up with a better plan. You can't always anticipate what that better plan is, I mean, they did a great job with snow removal. They know a snow storm's coming, they start converting trucks, they start getting salt loaded up, they get things distributed, you're ready to go. We had that flood in March. It wasn't the best response ever. We could have done better, they're working on doing better. Then we start having more flooding. Well by the time we have more flooding, now they've got barricades and stuff pre-positioned. They know where the problem areas are, they're trying to get there. So we're making progress, but I think we could do better. And so I'm asking staff in the different departments to work together to come up with some plans that are going to make it safer faster for the citizens of Green Bay.

- So you just want this referred back to--

- [Bill] Yes, please.

- Okay. Alder Steuer, you have any question?

- Well, Bill, in your experience, you have worked with the various departments on some of this. Do you feel that we don't really have anything in place at this time as far as overall, comprehensive type response?

- [Bill] Right.

- I don't know if we've had that before or not.

- [Bill] Well, the Fire Department does a lot of work, and that all results from 9/11, which was a man-made disaster. And they do a lot of tabletop exercises. And I know that we do one about once a year, but I think we could do some training like that, I think, because you can't anticipate everything. So I think if we just had some kind of structure that if something like this happens where there's a power outage, and we need streets blocked off, or we need portable stop signs, or we have flooding, or say we do have a man-made disaster, that the different departments know how to work with each

other very well, and we can share services. There's no reason that equipment from Parks can't be used by DPW in extreme emergencies if need be. Fire and Police are learning how to work together in certain situations. So I just want to take that a step further and make that kind of a push for all our departments to work together and try to develop some policies and procedures.

- Doesn't the Fire Department, and I can't think what it's called right now, but they have that program with the various communities.

- Emergency Management?

- Well--

- MABAS.

- What's that?

- The MABAS alarms.

- Yes, that's it. The MABAS. So I mean, there is something out there that the Fire Department uses already. I don't know if that's--

- Absolutely, the wheel's probably been invented already. We just need to look around and see what other communities are doing, or other departments, and then see what we're capable of doing, how much better can we be, I guess.

- Okay. That's all I have for now.

- Do you have a question?

- Yeah, thanks, Alder Galvin. Did you want to work with staff on this?

- [Bill] I don't mind if they want that, sure. I'll absolutely help, I'll meet with them. The sooner we get this thing going, because who knows? Next week, next month, another two feet of snow coming. I mean, you know, God forbid, but.

- [Kathy] Six weeks.

- Yeah, we've had a lot of rain this year too.

- Right.

- So it's unusual, but yeah, I think a lot of us are very interested in this as well, so thank you for that.

- [Bill] All right.

- And I've experienced, I guess, a few things in my district as well, where just maybe a quicker response could have really kept a lot of citizens happy.

- [Bill] Exactly, and I think they're kind of getting used to this water thing now. But what's the next thing that's gonna come out of that? And so, I just, I know that we can do better. We're good, I just think we can do better.

- And I think to your point, I mean, nobody's intentionally--

- [Bill] No.

- Delaying or it's just, maybe a proactive approach. So, with that I would entertain a motion to refer this to staff for further work with Alder Galvin.

- [Bill] All right, thanks.

- I'll second.

- Well, I guess I would have one question for Alder Galvin. With the refer to staff, do you want to refer to staff, and have that come back to Committee, or do you want to refer to staff to develop and implement? Do you want it to come back to the Committee or not?

- [Bill] I don't know, whatever you guys think is the best. I mean, I think it would depend upon what we'd come up with for a working idea. We may need Committee approval depending upon what we come up with. Yeah.

- I just want to make sure that I have clear direction.

- [Bill] I guess we could see as it evolves and then make a decision from that.

- Okay.

- Alder Lefebvre.

- [Kathy] I think I mentioned before, that flood in '73 that I went through. A lot of you, staff, wasn't around then and can't remember, but the City did a really good job at that time. They were having news articles, letting everybody, the paper, what you should do, because they knew that the flood was coming, that this big storm was coming, and they gave us more than enough advance warning, get your sandbags, and then the National Guard was helping getting people out of their houses. And the City really responded at that time. Of course they had advance notice. But this is something, yeah, that's why I was really concerned when I heard all the things that were happening. Things kind of fall off, as we go on I guess, and so, yes, something definitely needs to be done.

- All right, so to Director Grenier, look back at the policies from 1973.

- Mm hm.

- We're good.

- [Kathy] See what happened.

- Okay, we have a motion by Alder Steuer to refer to staff.
- Second.
- Second by Alder Wery. Any further discussion? Seeing none, all those in favor say aye?
- [All] Aye.
- Opposed? Motion carries. Item three, consideration with possible action on a request by Alder Lefebvre that the gate at the east side yard waste site is left open during the winter, and report the hours of operation and the procedure for closing the gate at the site. Referred to staff from the September 11th, 2019, Improvement and Services Committee meeting. Alder Lefebvre.
- [Kathy] Yeah, I thought it was Parks, and then I found out that it was DPW that controls the gate for that. And, yeah, I've had a lot of neighbors saying that the gate's, even that it's not being closed, the gate's just being left open. Now it might be one thing, too, helping a little bit with the deer. I know they can jump fences and that, but it kind of would help a little bit with the deer herd.
- So you want to trap them in the yard waste site?
- [Kathy] Yeah. Keep them back there.
- Well, you don't let them in.
- Is that dawn to dusk that it's opened and closed by the BMT.
- [James] Right, that's our standard daily schedule, our building maintenance technicians, custodians, whatever you want to call them, during the summer months up until basically that first snowstorm, the gates are open from sunup 'til sundown. Now they might not be open 'til right at sunup, and they might not be closed right at sundown, but everyday, that's standard procedure. So I'm not sure when residents are seeing, if it's a little after dark, and they're still seeing them open, we probably just haven't been there yet. But they are locked up every night.
- [Kathy] In the winter, was it just weekdays.
- [James] In the winter they're only open on Saturday.
- Saturdays only.
- [Kathy] Saturday, but during the week they were open. They found them open.
- [James] Okay.
- [Kathy] I just wanted to make you aware of it or something, just bring it up.
- Well, we'll definitely make that a point of emphasis with the building maintenance technicians, and follow up with that.

- [Kathy] Okay.
- To make sure that the hours are being properly adhered to.
- Sounds like something easily solved by staff?
- [Kathy] A non-lethal way maybe of helping with the deer.
- Yeah.
- It doesn't really need to be on the agenda, so a motion--
- Notifying us, and we'll follow up with the building maintenance technicians to make sure that that work is being done.
- Yeah, all right, thanks.
- Receive and place on file.
- Second.
- Okay, we have a motion to receive and place on file by Alder Steuer, second by Alder Wery. Any discussion? Seeing none, all those in favor say aye?
- [All] Aye.
- Opposed? Motion carries. Item five, consideration with possible action on request by Alder Steuer to study and report out on the feasibility of utilizing the even-odd residential address overnight parking scenario, as is done in Milwaukee, in order to relieve the parking problems at residences with limited parking spaces. Referred to staff from the August 14th, 2019, Improvement and Services Committee meeting. Alder Steuer.
- Thank you, Chair. Well, this is just some of the information that I have too, as well.
- That's a whole stack.
- That's a whole stack. One for you.
- Staples, Mark, staples.
- Staples, I didn't have any, I apologize. All right, well I brought this up a few weeks back. A citizen in my district had a situation where a single stall garage, they have four people in the house, there was room for two cars, the other two cars were on the street. I grew up in Milwaukee, and they had an even-odd alternate parking scenario, where cars, let's say if it was October 2nd, that evening, you would park the car on the odd side of the street because the next day would be the odd day in terms of dates. I have done some research myself. I know Director Grenier gave us some information too. I haven't had a chance to really look at it yet. But last night, I have one sheet here, Committee, that you could take a look at. It was this one here, that one. And I looked at 17 different cities in the State

of Wisconsin, most of them the larger cities. The communities that had allowed alternate side parking were Wausau, Superior, Racine, Milwaukee, Middleton, Madison, La Crosse, Kenosha, Eau Claire, and Burlington. The ones, they do not allow it, would be Green Bay, Appleton, Manitowoc, Neenah, Oshkosh, Sheboygan, Stevens Point. It was about a 10 to seven yes to no. So, like I said, there's arguments to be made on both sides of this issue. I've thought, I know we've talked about this at the City in the past. For whatever reason it didn't go through, for any number of reasons. My take on this too would be that the parking would be allowed not during snow emergencies, that would be definitely a no. So I think there are, every community that I read about had different exceptions. I gave each of the Alders a packet as well for each of the various cities, so it's great reading. They're all different, they all have different rules and regulations and such, and they have different factors being in that city. So basically the City of Milwaukee last year raised 4-1/2 million dollars in revenues from permits that were allowed for this. They were \$55.00 a piece. Milwaukee is about six times larger in terms of population than Green Bay. So prorated, if we did that, if we had permits, it would be about \$800,000.00 that would be raised. A city normally, you know we pay taxes, we provide services. There aren't a whole lot of areas for revenue raising, and I think this would be another possibility for revenue raising, and it also could help take care of an issue. I know that sometimes the Police might be against this. I know Director Grenier will give his statement shortly as well. I'm answering the requests of some citizens who have difficulty finding alternative parking. And if you could have it on one side of the street, you could do your street maintenance on one side of the street, the next day on the other side. So that's my initial kick at it. I'm in favor at looking at something like this, and I've got information from other communities as well, and I'm sure Director Grenier does as well. So for now, that's all I have for my opening statements.

- Steve.

- Well, actually, I'm just going to make one comment, and I'm going to turn it over to Chris Pirlot, who is the Operations Director and Director of Parking. And my one statement would be as this falls under the Parking Division, Parking Division is completely off levy. They are a user-supported enterprise. And any revenue generated through the sale of on-street parking would actually not be something that would be eligible to go into the general fund. That would go to the Parking Division which is again, a special revenue fund.

- I think I knew that, and think I'm fine with that.

- But with that, Operations Director Pirlot did prepare the brief three page summary that we handed out to you and a comparison must be, I'm assuming, similar to what Alder Steuer just handed out, although ours was limited to the top 10 in population.

- And I've got an extra copy for you folks too.

- Okay, Chris, since we just got this, can you walk us through this, please.

- [Chris] Sure. One of the sheets is titled State of Wisconsin 10 highest population cities comparison of on-street, overnight parking restrictions. Just a single summary sheet. We looked at this about two months ago when there was some discussion initially, before this particular item came to I and S. So we looked at the top 10 Wisconsin cities by population. Of those, just in the FYI, eight of them have some sort of night parking restrictions. Madison does not. And Janesville does not. Now, that doesn't mean that others don't have some kind of a variance, like technically, Milwaukee is no parking 2:00

a.m. to 6:00 a.m., unless you want to buy a permit. They're a lot larger city. Almost three times the population density of Green Bay. A lot bigger parking program. \$20 million parking revenue for City of Milwaukee versus \$3 million for the City of Green Bay. A lot more staff members. We have two staff members in the office, we'd have to restructure quite a bit to deal with a citywide permit system, and enforcement as well. Well, those types of things can be conquered, that's just something that has to be thought about if anything like this were to happen. Now I've done a lot of research over my almost three decades of being a parking manager. And done again, recently. And we don't have to go over my summary. I tried to keep the report on this, I've written lots of reports and summaries over the years on this very issue. It's been to this Committee maybe 20 times since I've been here, for discussion and debate at different levels and different reasons. I don't dispute anything that the Milwaukee program we know how it works, if you want to park on streets, even if it's even-odd, you've got to buy a permit. And it's enforced. The interesting thing I found out about Milwaukee is, and I'll get into a little more detail on just the generalities of the whole issue. Milwaukee, if Milwaukee's any indicator, this concerns me as just in general as a parking person. Contrary to popular belief by probably many, many, many, the vast majority of people on this planet, parking divisions and police departments are not in business to generate revenue. They're in the business to spur compliance. Unfortunately, the spurring of compliance ends up being a punitive issue. We don't have goals, we don't have quotas for citations. If we're going to have a goal, my goal is that we never have to write a parking citation, but that's not real, so unfortunately we do. But one thing that I found interesting in the City of Milwaukee's program, just as a comparison because we use that as a basis point, is that 30%, in 2017, the most recent citation numbers I could get from Milwaukee, they issued 212,473 citations for night parking violations. That's even with the permit program. So they're twice as large as us and six times more populated. And they issued 87,858 citations for parking on the wrong side of the street at night. Now, when you add that all up and do the math, that's 30% of the people did not understand the even-odd side parking, and that concerns me as a parking operator. Now I understand the big City of Milwaukee needs it. They have a higher population density. They were developed differently. The City of Green Bay, basically, almost all of our houses, not 100%, but a lot higher percentage than Milwaukee has front driveways, has garages. Milwaukee, you get into the core of the city, they don't have front driveways. They have a garage if they're lucky that's right off of the alley with no driveway, and then people still put stuff in their garage. So it's a different culture and it's a different way that the city was built, they're a lot bigger city. So, professionally, I have a hard time balancing and comparing Milwaukee with Green Bay. By statute, Milwaukee is a class A community, Green Bay is not. In Wisconsin, Milwaukee's the only class A community. There's a lot of different things statutorily too that happen that way. So, just getting back into the crux of the issue. There's basically three stages of parking development as a community develops, and I just call them stage one, stage two, stage three. Stage one, you've got your low population communities, semi-rural, whatever, basically they have no restrictions because no one parks on the street because they've always got enough parking. No big deal, and we can do their city services, the residents are fine, and every now and then if something happens they work around it. In a stage two community, mid-sized communities like Green Bay, we may or may not have parking restrictions, but it depends on the population and the population density. You know, the history of development, like I talked about, Green Bay was developed with a lot higher respect to providing off-street parking for the residents, whereas Milwaukee, Chicago, New York, they don't. It's zero frontage, zero set-back buildings, many houses don't have garages and driveways, they work off the alley system. And we don't, we try to minimize the alley system. You know, history of development there's zoning and planning rules, and then our need to regulate parking and enforce safe and proper community services, like we've talked about this many times. Street sweeping, snow plowing, policing, the police department has weighed in on this issue in the past too. And then you have stage three communities, and I would classify

Milwaukee more as a stage three, larger community, Milwaukee, L.A., Chicagos, Philidelphias, New Yorks, the bigger, higher density cities. In all of the cities that they have restrictions imposed, like I said, Milwaukee technically has, it's no parking 2:00 a.m. to 6:00 a.m., but because of the way their city has developed over a lot longer period than Green Bay, they're forced into dealing with this issue. They have to do something, because otherwise your people would have no place to park, the vast, vast majority, and they know that, even if it's going to negatively impact policing or city services, we've gotta do something. Professionally, like I said, I see Green Bay as a stage two type parking development community. And we don't have, luckily, anywhere close to the issues that the big cities have. We're, for lack of better words, I call Green Bay a glorified farm town, we do have a lot of mid-western values and just a lot more blue collar than the bigger cities. And we have the privilege of having a lot of off-street parking. Yes, a lot of our cities, our houses are pretty tight. I just happened to talk to a lady yesterday, on Hubbard Street, she said her house was 147 years old. But she has a driveway, and she doesn't have a garage, but she does have a carport. And the next door neighbor doesn't. But in general, people have to work around that. I understand that. I did that, shuffled cars and parked at the church when I was younger because we didn't have enough parking. But professionally, I can't recommend from Parking Division to come out and say, yeah, we need some kind of a permit system. We do have an allowance system that I believe, professionally, works pretty good. It's not going to address everybody every day of the year. But it'll address the vast, vast majority of people for their so many occurrences for year. We've had several people, well the last couple of years, two or there come to us, and they've got extra allowances for the things that they deal with. But, basically that's the long and the short of it. If we get to an overnight, on-street parking allowance, there's things that would have to be considered. More staff, a change of staff in the office, enforcement. And then Police Department would probably have to do something different with their M.O., the way they do business at night for policing, whatever. But we also have a federally mandated storm water protection program that I don't want to say unfortunately, but a lot of people just don't understand the details of it, and we, the City of Green Bay, have to meet a solids removal level that our Utility Division can talk to you until they're blue in the face, and get you real bored about it, but it is very important, it's part of the way of doing life in a bigger city. And we have to sweep day and night. There's no two ways about it. And we're on the fringe of making our federal requirements. Storm removal, we already get a lot of complaints. Like I said, I've been with the City 29 years in Public Works, and have the privilege of being here, but there hasn't been a year that, even when I wasn't in operations division, where I was in traffic division, still in parking, everybody fields phone calls about, good or bad, mostly on the negative side about how we didn't do enough to take care of the snow. With cars allowed to park on the street in the winter, I can only say and speculate, from my professional experience, we're gonna get even more complaints like that. Cars will pack down the snow, and we'll have to deal with getting that packed snow off the road, and extended time to remove snow if cars are routinely on the ground, where you get smaller snowfalls, where we're not going to have a snow emergency and make people get off the street. Of course, Police Department will have to work, as I just mentioned, think about something with their nighttime policing programs. And like I also mentioned earlier, I'm just concerned about also, it's not my goal and it never makes me happy, to say, yeah, we're gonna get more parking citations, but if Milwaukee's any indication, we're gonna still have a problem with people understanding even-odds. Of the communities, just in the State of Wisconsin, that I've looked at, where they have even-odd, not all of them do it the way Alderman Steuer was talking about, where, okay, tomorrow's an odd day, and it's no parking 2:00 a.m. to 6:00 a.m., or 3:00 a.m. to 5:00 a.m. Today's an even day, well I'm going to park on the even side tonight because I'm parking at 10:00 p.m., and it's an even day. And then the next morning they have a citation because they parked on the wrong side. It's about 50 50 as to how the communities that I've seen in the State of Wisconsin that, okay, some of them will say, look, what's the date today,

that's the side you park on. What's the date tomorrow, that's the side you park on. And I was shocked to see the percentage of citations issued that Milwaukee issues just for parking on the wrong side. And their program's been around for a long time. So to make a long story short, I can't be, professionally, an advocate for any kind of additional parking. I just don't see it professionally. Parking Division doesn't see it professionally that we need it. We understand that there are, I couldn't tell you what the percentage of houses are in that whole city that have limited parking. I personally have too many cars in my driveway. I'm lucky enough to have enough parking space though, but not everyone has that privilege. But at this time, Parking Division, we don't have, and Public Works, would go on record as, as Public Works is Parking Division too, and we don't see the need, the outright dire need to change our overnight on-street parking program at this time.

- And Chris has alluded to issues that Police Department has expressed in the past, most of those related to quality of life, and or the ability to identify a suspicious vehicle because a vehicle doesn't belong on the street between those hours. One of the other that has recently come up for discussion in this regard is relative to determination of abandoned vehicle. If a vehicle's parked on the street, and on-street parking is allowed during those nighttime hours, it becomes much more difficult to make that determination as to whether the vehicle was abandoned or just has been parked and not moved over the course of a period of time. So it's definitely going to weigh in and adversely affect their ability to enforce that type of a violation of ordinance as well.

- Well, there you go, Mark.

- Well, no, and I appreciate the comments. I know that you folks work with this daily. And Chris, I appreciate all the insight you gave on it. And I'm just looking at your list of top 10 population cities, and I've got most of those cities in this as well when I did some research myself, and maybe there's apples and oranges here, but I'd like you to look at what I came up with as well. Certain cities you say there are nighttime restrictions, and I'm looking at some things that have said no. We probably had different resources that we looked at. I went to the website of each city and looked at their parking restrictions. Some of them were a little hard to decipher, I'll admit it. You know, it's like, so it might take a little, that can be a problem when you're trying to read this stuff. But I went through it fairly thoroughly over the last couple of weeks, and just found that there is some cause to have something like this. And Chris, I appreciate your insight that Milwaukee is not Green Bay in terms, and I understand it, I lived in Milwaukee, so, there were areas that were tight, and some people did make mistakes, I understand that. And you might have to hire extra staff. I was just looking at Green Bay in terms of the city itself. It's 14 miles, 13 to 14 miles east to west. The far west, far east side, you have plenty of room. You have houses, you've got multi-family garages, they've got plenty of room to park. When you get toward the central city, in Alder Johnson's district, the east part of my district, District 6, part of District 8, there's a number of areas that there just isn't a lot of room. And I know that we have these situations where you have six different instances where you could have parking up to two weeks. And people are pretty appreciative of that, but there are still people that that's still not enough because of the dynamics of their particular family. I didn't state, I did mention before that I wasn't looking at, now snow emergencies are, you know snow, you know, stay off the streets. It's not like 24/7 all year round. And a lot of the communities that I read about were like that, so I think there are, like I said, I read a lot of different websites on the different cities, and they all had different factors. They have different dynamics, different politics. I don't know, there's any number of reasons. I did talk to the Parking Utility people in Milwaukee, the head of the Parking Utility, I can't think of his name right now.

- [Chris] Tom, I think it was something like that.

- Yeah, Tom, very nice guy. I talked to him probably three or four times, and he was very amenable to giving me information and that's one reason I kind of pursued it a little bit. Like I said, we could have 10 different people talk about this project or subject, and you could have 10 different opinions. So I brought this forward. I know it's been tabled or whatever before, but because of a citizen's concern, and that citizen spoke up for other citizens as well in the area. I just thought it was important to at least bring it up for discussion again. I know it's tiring. I know you have to do a lot of research on it, but it seems like you've got a lot of it memorized, so that helps. I don't have it memorized. I had to kind of go through a lot of stuff, and I felt like I was back in school. So I don't know, I don't know what to say on this right now. I don't know if there are other?

- Alder Wery, do you have anything to add?

- Sure, thank you, Mr. Chairman. I've probably seen it a half dozen times over the last 15 years myself. It seems to come up every two, three, four years. And I'll tell you, opinions are usually split, maybe 60 40 on it, and you get some people pretty passionate about it both ways. I know we love holding things, but I think for this type of an item, it's a major change. I mean, if we were to change to overnight parking, that is a big change that could get people fired up, both ways. I think we need a little more feedback. I'm gonna be doing a newsletter here in the next month, I'm gonna be knocking on every door talking to people. And I think if everybody gets out and talks to people. I think this has been covered a lot in the media. I think we should really be getting a feeling for what people want. I mean, I've always been more inclined to allowing some type of overnight parking. Now it's never gone through, and that's fine, people live with it, they find a way to adapt. But I'm going to make a motion to hold this item for, two weeks, four weeks, I mean, unless you want to move forward with something Alderman, but right now I really want more feedback. If we move on something tonight, it's gonna get--

- I agree with you in the sense that, you know, even when we were talking on the Park Committee about another issue, we want more data, you know. But things will never, I know that staff has provided quite a bit here, and I have a bunch of it as well, but it's kind of like, kind of sift through it.

- I was going to say, I know it's been in the media because I received two calls . They must have saw something in the news, and they both called, and they were very adamant against changing it. They let me know in no uncertain circumstances they didn't want them changed, so.

- Right.

- It does not say they're similar

- I've got calls both ways, even in my own district. So, like I said, I'm not tying myself to a post here, or anything on it, but I brought it forward, and I think it merits some discussion.

- Definitely.

- If this something that, down the road, could be some kind of solution come up with, I'm fine with that, so, I'll go with you motion.

- Alder, well, I know I'd like to share a few comments, and Alder Lefebvre, if you would like to grace us with your witty wisdom.

- [Kathy] What time is it?

- Is that the right person?

- Yeah, you wanted numbers, with my issue, so, I would like to ask Chris then, how many citations are we, are a lot of people getting citations for parking on the streets, now that might be a--

- [Chris] I don't have the numbers right in front of me, but I'm just going from general memory. The City of Green Bay, we issue less than 40,000 parking citations per year.

- [Kathy] For a population of--

- [Chris] For a population of 105,000. That's not many. I'm happy for that. That means that generally speaking, our residents understand what we need or don't need to do. I'm thinking, recalling, and what is that, we talked about this not too long ago when I put a summary report together, but I don't have it with me. I'm recalling maybe 6,000 or 8,000 citations, and I can't say that you can quote me on that. I can get back to you. But there's several thousands of tickets issued every year for overnight on-street parking violations, which of course you're going to fine them, because if it's an enforceable offense, we have to patrol, otherwise there's no reason to have that restriction.

- So, just a couple of thoughts maybe there to offer up. One of the things that I would like to see is the number of overnight parking citations that we do issue, because if we do provide some type of solution that is revenue that is accounted for, and again, it's not the intent, but it is there, and that's what helps support the overall Parking Division. That's probably the only way that I would even support a permit. To me I think we need to separate the issue of revenue generated from permits relative to hey, this is a revenue generator, I don't think we should be out generating revenue for the sake of generating revenue. There needs to be a purpose tied to it. And so, for that reason, I really do think it is important to separate the dollars from the problem. And I think the fact that this keeps coming up year after year indicates that we haven't fixed the problem yet. There's a problem that exists in terms of why this keeps coming up. And so, my recollection of this, Alder Steuer, when you submitted this was, when we referred it back to staff, was it was actually that staff come back with some possible solutions, and I think what I'm looking at is a list of reasons why we shouldn't do this. And so I'd still like to see a list of possible solutions. Because at the end of the day I know that I've got a lot of old homes, single driveways, growing families, and they don't have a way to accommodate that, and some of them get put into a really tight pinch. And so I want to be able to find a solution for those residents throughout the city who are directly affected by this. I would like to have the Police Department come here next time as well, that this is reported back on, because again, we say that the Police, I mean, likes this, but what does that actually mean? And I think I need to understand better, I mean, how many times does this really come in handy for the police relative to sort of that opportunity cost, if you will, of not having our residents have the ability to utilize overnight parking. I appreciate the top 10 highest population cities, but I think we're looking at the wrong list. I'd really like to see what is De Pere doing, Allouez doing, Bellevue, along with Suamico. I get they're not identical, but those are neighboring cities that have different policies, and they seem to have found some solutions that directly, I think, answer some of the concerns that are brought up here, so I would like to see as well a report that talks about some of our neighboring villages and cities. And

maybe just the last point that I would make is that the quality of life discussion goes both ways. And I think that is probably why you see the division sometimes between people, right, there are those folks that don't want to see it on the streets, but there is a quality of life discussion to be had as it relates to individuals who are inconvenienced by not being able to have enough parking stalls. And so I do think we need to be open at least to having that two way dialogue, because I'm not sure that's occurring just yet. So those are my comments. I would like to see this referred back to staff for that additional information, or held, whatever.

- I think, just adding to that, just the amount of events that we have, what, six events?

- [Chris] Six events are allowed per year up to two weeks each.

- Yes, right.

- And like I said, that seems to work for folks, but there's others that it doesn't work for, so I'd like to see that as part of the study, as far as the report, and if there's another solution for that.

- How often that get used, the data behind that program.

- Right.

- Would we record that?

- [Chris] I'll have to look into it, I don't think we track it real heavily. It's really an Excel spreadsheet. It's not used a lot.

- Right, but, well, granted, like I said, a lot of times when we vote on issues it's nice to have something concrete we can look at.

- Well take a look, Chris, if you've got it, great.

- Yeah, okay.

- And two other things that we'd like you to just keep in consideration. One of the things that's talked about is relative to snow operations, and we talk about, obviously, if there's a snow emergency. Okay, over the past six years that I've been the Director of Public Works, we have run between, I think our lowest was eight, our highest was 15 probable events. And I averaged declaration of a snow emergency once a year. So without a formally declared snow emergency, we have seven to 14 probable events where we could have cars parked on the street, and there's no requirement for them to move that, so we are, okay, if any type of on-street parking program is put in, I will guarantee you, we are going to plow cars in. That's going to happen.

- Can you alter what sets the standard for what you call a snow emergency?

- Just two inches, I saw a sum that said two inches of snow.

- There's the ability to do that, but you will run into Chicken Little syndrome. You will declare a snow emergency for everything, and people will start ignoring the snow emergency, during true snow

emergencies, we overwhelm the towing companies. We can't get the cars off of the street fast enough because there aren't enough tow trucks out there. And if you're asking me to do that for every two inch snow fall, you're going--

- I don't think we're asking anything, we're asking for information right now.

- I'm saying it will cause a problem. The other thing that, we've never discussed, but it's a very real problem. In 10 zones every day, five east, five west, we have garbage collection. If we have cars, and the car doesn't have to be parked directly in front of the cart, if a car is parked on street in such a manner that we're using Peterbilt 320s, or what are the new ones?

- [James] Autocars.

- The Autocars We're not talking about sports cars, we're talking about a garbage truck, they don't turn on a dime. We're going to have difficulty getting around that parked car to get in and collect people's garbage and or recycling, which is going to generate additional calls for service that, hey, DPW, you guys missed our garbage, you've got to come back out here to get it. So there's two more things to keep in mind as consideration.

- I appreciate that.

- So when you're looking at your list here, I would encourage you to add those two things to that list when we're discussing this again when it comes back.

- Yep.

- Just to throw it out there if I could, in reading the article that you provided, Alderman Steuer, there was a newspaper article I think, how Milwaukee chose to do it, they have some wards or districts where it's allowed. It must be maybe where there's more of the restrictions where they need the on-street parking, and the rest of the city isn't.

- Right, so it wouldn't have to be citywide, and like I said, when this city was developed, it's an old city, lots were smaller, buildings were smaller, garages were smaller, people were smaller, I don't know, it's just over a period of time things have expanded. I'm part of that.

- A lot of the homes in the inner part here have maybe a driveway for a car and a garage. It may be some work, but it's pretty tight, and some of the answers you get sometimes from people is like, well if you need more than three cars you've gotta move, you've gotta move to the suburb or you've got to move further out, but how do you tell somebody that because their home is older, if they have a couple of kids, or a parent living with them, they can't live there.

- I think one of the problems is that if you have a policy, if it's a citywide policy, it's like quite a few people won't have to worry about it, they're fine with it. But there are groups that would have issues. So I don't know if you can look at, just portions of it, certain wards, certain cities. And like I said, there's probably six wards, I'm sorry, Aldermanic Districts that have issues.

- That would be where that data would come in handy, how many requests have we had and where are they? Boy, if we had a nice map and they were all, right there, I like maps, boom, there's the problem.

- [Chris] Well, ordinarily I like maps.

- That would be nice to have a map.

- Okay, so I have a motion to hold, until the next meeting?

- Do you need more time than that, two weeks before have any?

- [Chris] Quite possibly.

- So why don't we do a month. Does that work Chris?

- And if we need more time--

- [Chris] I can make it work.

- Okay, so we'll hold for a month, and then with also the request that all those things are collected before then. I have a second by Steuer.

- I'll second that.

- All right, any further discussion? Those in favor say aye?

- [All] Aye.

- Opposed? Motion carries. All right, let's talk Starr. Consideration with possible action on request by Alder Steuer to look at the possibility and feasibility of renaming the Walnut Street Bridge to the Bart Starr Memorial Bridge. Alder Steuer.

- Thank you, Chair. Well, a few weeks back, it wasn't all that long ago, they had a special day for Bart Starr, who passed. A very famous athlete and philanthropist that we all know about. I had a citizen, a friend of mine, named Lou Seiler, S-E-I-L-E-R, if you need the spelling, gave me a call, and said, hey, Mark, what should we do, or how 'bout doing something to honor Bart Starr by the City, something like renaming a bridge. My first reaction was, no, I don't know about that. But then I thought about it, we did name one bridge for Ray Nitschke. Bart Starr, I think, I grew up watching Bart Starr as a child. His athletic achievements was amazing, but I think the character of the man was amazing too. So I think in some respects, I find that to be almost more valuable than his athletic achievements. So, they had an event at Lambeau Field. The family was up. I brought this forward, with TV stations, interviewed, talked about it. I just had a conversation with Representative Gruszynski, Staush Gruszynski, who's very much in favor of this. The fact is the bridge is part of the highway, the State highway, so 29.

- [James] Mm hm.

- Okay. And I think that's one--

- All the way on Walnut, no.

- [Kathy] No, no no.

- See, I didn't think it was--

- 29 runs across Main.

- Yeah, where is 29? I thought, somebody--

- 141 goes across Main. 29 goes across Walnut?

- [James] That's what it is.

- 29 goes on Walnut, yep.

- It goes, okay, I just looked at a map and saw that, and I think the fact that Representative Gruszynski works at the State, and he says he's very much in favor of this, that he'd like to champion that a bit down at the state level, and I just wanted to make sure that 29 went across that bridge, because otherwise, locally we can't do a whole lot with that. I would propose that the City come up with a resolution. I'll be happy to work on that to show support for that. I also contacted Aaron Popkey of the Green Bay Packers. He sounded very interested as well. I talked to Mayor Genrich, he sounded interested as well. So I am very much in favor of bringing this forward, and I'd think it would be a great honor. I think it's well deserved. I got all sorts of Messenger on Facebook, why don't we do this, why don't we do that, and I won't even go through some of it, a lot of it's just throwing darts, just silly suggestions. But this one I think is legitimate. I respected his person not only as an athlete, but as a person, he gave much to this community. And I think it would be well deserved. So that's where I stand.

- Steve, any feedback?

- Yes, we reached out to Wisconsin Department of Transportation on this, and received a message back from Brian Brock, who's the Maintenance Section Chief with the Northeast Region. Brian indicated that WisDOT does not have a policy or the ability to rename State highways or bridges. Bear in mind that the Walnut Street Bridge and the Don A. Tilleman Bridge on Mason Street, are not City owned, so we have no jurisdiction over those bridges, we can't do anything to them, whereas the Ray Nitschke Memorial Bridge on Main Street and Dousman is actually a City owned facility which is why we were able to do the naming of it. Numerous bridges and highways have been named but that takes place through State legislation. Legislative action and the naming laws are listed under State statute, so this is not something that the City would have the ability to take care of. It would have to take place through legislative action through the State.

- And like I said, I was thankful to talk to Representative Staush Gruszynski about this, and I'm good with that.

- What if we switched, you said Ray Nitschke Bridge we have authority over?

- Yes we do.
- Since it changes from Main to Dousman, can we do half with Starr, and half with Nitschke, offensive, defense, is that possible? Steve, do we have a policy at all in place, with like, whenever--
- I'm trying, I'm trying.
- A policy when we rename, I've seen a lot of stuff come up over the years, renaming streets, renaming--
- We do not have a formal policy on it. It's something that was discussed with some debate a few years back after the last Superbowl victory because there was some discussion relative to renaming a street, like Mike McCarthy after the last Superbowl. Again, we do not have a formal policy. We did take a look into a policy similar to what some other municipalities have had and what DOT does on some of theirs where the street name remains the same, but it gets a supplementary title. So it's Ashland Avenue / the Alderman Brian Johnson Highway.
- Whoa whoa whoa whoa whoa.
- Whoa.
- Whoa.
- Is that over or under?
- Yeah.
- As in a for instance, notice I just said the Alderman Johnson Highway, not Memorial Highway.
- Thank you for that. We'll see how the rest of this meeting goes.
- But it's kind of a subtitle kind of thing, so it's an honorarium, and bridges not so much a problem. Roads, streets do become problematic. Because one of the things that we found as the discussion was going on, and we were looking at candidate streets, we got significant pushback, from especially businesses along those streets, because what we were being told by the business, there is an extremely high cost associated with that change of address. Everything from Google Maps getting conflicting addresses, and not being able to find a new address, to things like letterhead and stationery and business cards and everything under the sun has to be reprinted with that new address. And quite honestly we got a lot of pushback from businesses and business quarters that we were considering with Mike McCarthy. Again, not such a big deal with a bridge because you typically don't have an address on a bridge. But again, Frigo was renamed through legislative action.
- Okay. Well, part of the reason I ask is it just, I always had a great deal of respect for the Green Bay Packers and what they do for our community. I think Bart Starr is obviously a very standup individual, but holey moley, there's a lot of other great people in our community that deserve recognition as well, and they're never talked about because there's always this migration to the Green and Gold. That's partly I guess why I ask if there's a policy in place to kind of make a determination about what

warrants the renaming of a street, a bridge, any type of infrastructure, and I'm just curious, I guess, if other communities have policies, and if it makes sense for us to consider one.

- Because it hasn't been an issue, it hasn't risen to the level of developing a policy, I guess is the best way to put it. Developing a policy at this point is almost a solution in search of a problem.

- Sure.

- With that being said, we've not seen a high demand for the renaming of streets. We do spend a lot of time on the initial naming of streets. With new subdivisions, it's generally the purview of the subdivision developer, that person who's planning that land and dedicating the right of way over to public purpose, they get the privilege of naming the streets within the subdivision. And what we look for are obscene, vulgar, those types of things. And staff is pretty good at weeding those out, but going into some subdivisions, you can see what ancillary activities are important to the developer simply by the name of the roads that are in your subdivision. We've got some subdivisions over on the far east side that I'm familiar with, immediately north of the Preble High School. All the streets are named after guns. You get over off of Huron Road, and there's a couple of streets in there that are named after NASCAR related individuals or things like that. Sometimes they're named after people's children. We've got two subdivisions off of Huron Road that are named after the children of the developer.

- I'm not worried about that.

- I have a street that folks living down wear Mulletts.

- Yeah.

- Yes.

- The hair style of choice of the late '80s or early '90s.

- Well, I'm not worried about that. I know, I understand.

- And I was just, it was tied in, but we don't have to take it up now.

- Yeah.

- We don't have a lot of renaming, we concentrate more on new names.

- Okay.

- I'm just looking at the bridge.

- All right, Alder Steuer, what do you want to do?

- I am fine with that.

- Receive and, what's the motion?

- The motion would be to--
- We can't do anything, so receive and place on file?
- We really can't, it's not an action item.
- If I may?
- Yes.
- The item itself that we were discussing I think would be appropriate for a receive and place on file, but if you wanted to add to that to prepare a resolution.
- Yes, that would be, to happen at the City.
- Which is something that the Council can do.
- To give to the State? Is that the idea?
- Correct.
- Okay.
- I would be in favor of that.
- To submit to the State in support of.
- So how do you want to word that, I mean I could just say--
- Just like that, Alder Lefebvre?
- Well it would be to receive and place on file the request by Alder Steuer to look at the possibility, so on and so forth, and to prepare a resolution in support of the renaming.
- To be given to the State, or?
- Right.
- Yep, something to that effect. Okay.
- Alder Lefebvre?
- [Kathy] This is Mark's area, he loves history.
- I do.

- [Kathy] I'll give you a little history. I found out after we moved in, bought our house that, the next Preble before we bought our house. And I found out from a former--

- Can you give him this history lesson after? Is it relevant to the item?

- [Kathy] Yes it is, yes it is.

- Okay.

- [Kathy] The City had, their process then was they would ask residents to name the street. And there were two ladies on my street that named East Shore Circle. So it used to be the citizens. Mark likes history, so I thought I'd bring that up.

- Okay, so we've got a motion by Alder Steuer, a second by Alder Wery, any further discussion? Seeing none, all those in favor say aye?

- [All] Aye.

- Opposed? Motion carries. Item number, yes?

- I'm taking a five minute break, I'll be right back. You can continue without me or not.

- We can't.

- Galvin, yeah, Alder Lefebvre, step up to the podium, please.

- Be right back.

- [Man] The motion towards the resolution, just a draft of it.

- Yes.

- Thanks.

- Kathy, you coming? Chris needs to take a break. So step in so we can keep moving.

- So you have to sit in for a minute.

- I guess let the record reflect that Alder Lefebvre is stepping in for Alder Wery.

- You can have a copy.

- Oh, perfect, thank you.

- Item number seven, consideration with possible action on policies and procedures of the Inspection Department, and this is Alder Wery's item.

- Oh yeah.

- All right, we'll just wait for him. I'm going to at least read it into record. Consideration with possible action on the policies and procedures of the Inspection Department as it applies to communicating and working with constituents who request their alderman's assistance. Further, to discuss customer service standards and work expectations of inspectors. Investigate the addition of evening and or weekend inspection hours. Recommendation to be made to Personnel Committee only pursuant to GBMC 2.06 subsection 9. Yeah, we'll just wait for Chris to be here, it's his item.

- Yeah, wait a bit, yeah.

- They want a copy of the Milwaukee, the one page copy.

- What do you want?

- From the forms you have.

- One page copy of what?

- I want it to hand it out. You put them all together?

- You gave me a whole packet though.

- Right, but there was one page which just had yes and no.

- Oh that thing, you want that back?

- I want one page, and I'll find another one.

- Is that the same thing that staff gave us?

- Yeah, this one, I'll give you another copy.

- [Man] Perfect, all right, thank you.

- Well, I wasn't even supposed to be here. I'm supposed to be taking a finance class at a church, trying to get it all together. I think as you get older .

- We're just waiting for you, it's your item. All right, yeah, we didn't adjourn or anything, so, I read it into record, so, Alder Wery.

- Okay, thank you, Mr. Chairman. On this item, it's probably gonna be something that maybe we'll work on over a couple of months, I don't know, maybe we'll resolve it tonight, but I don't know, I don't think so. An alderman a long time, a lot of dealing with Inspections, I always say Inspections is the alderman's right hand, I mean, it's so important, and usually I have such a great relationship. It's a lot of education of people. They don't necessarily know they're doing something wrong, and you have to show them why it's wrong, and how to resolve it, that's usually what it is. But a lot of times you'll get people who have situations that are just, they're tough, and that's where you need a little creativity on how to solve it, not a hammer. And normally, like I said, for years, it's been not an issue,

but it seems like that past year, and I don't know if there's been a change in policy or what it's been, and that's why I wanted to bring this up. I would usually, if someone reaches out to me I'll fire off an email, I'm an emailer, I email my inspector, and say, what's going on here? And I'll get a little reply back, and we kind of keep in touch that way. Ken was always great, sometimes I'd meet, Ken's long retired now, but Ken I'd meet

- [Cheryl] Ken Loughlin?

- Loughlin, yeah, I'd meet with him at people's houses, and we'd go through things with people, just as an education thing, and maybe we'd find a way that would work. And now I understand, is that even an option anymore? I was told that you can't even do that anymore.

- [Cheryl] Correct.

- Which is unfortunate, I don't know if some Alderpeople spoiled it for everyone?

- I used it at times.

- I used it as an education thing, not only for me, but for the homeowner. And the reason this came up is I think a lot of us have had some issues recently, but I had a couple of emails here recently. Somebody in my district, on Colonial, asked for help, and so I asked him, what's going on? And the reply I got was, I appreciate the inquiry, please ask the constituent to reach out to me or the inspector who sent the order. On and on and on, referred me to a website to look it up myself. I'm like, what? And that's happened a couple of times now. And I'm like that's not really team work, 'cause we're a team, we should be tackling this together. I mean, if somebody reaches out to me for help, I'm gonna help. And we can do it in a nice way, or we can get all riled up and cause a kerfuffle, which we don't want. So I asked Kevin Vonck, the Director, to tell me what the heck's going on. And he emailed me, and he said our department prioritizes inspection issues brought by our alderpersons, and we have emphasized the importance of following up on enforcement. We ask inspectors to communicate directly with property owners and or tenants regarding the violations. And then they copy in alderpersons with correspondence if requested, which I don't think always works. So I wanted to hear from Inspections what's going on, what changed? And I don't know who's the voice of that. Cheryl, it's been a long time.

- [Cheryl] I'll take that on, 'cause I actually predate you, Alder Wery.

- Yeah, you do.

- [Cheryl] Okay, so historically, what had happened in the past is we had alders that were getting very involved in inspection issues, right?

- Yep.

- [Cheryl] They were showing up to inspections, and were actually fighting with the inspectors about orders. So our inspectors were in a very bad situation because they have the alder, they're on one side, kind of the boss, right, and they're trying to enforce the code and the ordinances on the other side. That's a difficult situation to put an inspector in. We asked for some advice from the Law Department, and this, also coupled along with the changes that open records happened, with

redacting information. Because you used to get, printed off, we used to just print off everything and give it to you in that whole big stack, right?

- Yep.

- [Cheryl] So now when you go to the site, if you go to that website that we referenced to you, you will find, if you pull it up, and I happen to have 823 Colonial right here, you can get everything an inspector does, you just don't get the details, which has the confidential information in it--

- A lot of that's the kicker, the details.

- [Cheryl] Which would have to be redacted. That's why we give you this kind of like, inspection, inspection, who did it, process, but it doesn't have that detail in it. But that's the reason why, because, alders, it's my understanding from the Law Department that alders are not privy to that confidential information, kind of like police records, you can't call up and get a police record either, for example.

- Would that apply though, if there person's asking you to help? I mean, do I have to get him to sign a waiver? That's the only reason I get involved is someone asked me. They're like, hey, I need help with this. That's the only reason all of us usually get involved.

- That happens a lot.

- Yeah.

- A lot.

- [Cheryl] Right, because they don't like the answer that they're getting from the inspector, so they call the alder hoping that you're going to give them the answer they want to hear, which puts us in a bad situation when you deal with inspections issues.

- Sometimes that leads to creative solutions though.

- [Cheryl] Sometimes, most of the time, honestly, it comes down to the alders, saying can't you give this person more time, or, when we're already working on the back side, giving them more time and doing these things. It's like who is our master, is part of the problem with inspection.

- And inspection's a tough job. I worked up in Planning for 25 years, so I understand the dynamics of all that. But I think in what Alder Wery's saying too, is I remember the one situation where you get down in the central city, there was an issue where a person got a \$50.00 re-inspection fee, and then it piled up over a period of time, and it was kind of like, we're looking at this, I know there's enforcement here and et cetera, but looking at customer service, I think that that should be the mantra of the City, no matter what.

- [Cheryl] Customer service is the mantra of our department.

- Right.

- But, by customer service, what do you mean by that? Because there's a couple of issues. If there's an inspector out there that is being rude or disrespectful, I need to know about that, because that's not acceptable behavior. If there's an inspector out there telling someone they don't want to hear, which then makes them, I'm being harassed, I get those too, that's a different, you know what I'm saying, that's a different story. And customer service, if it's a policy that the Council doesn't agree with, then let's change the policy, that's really not a customer service issue, that's kind of how we're doing procedures and policies, which by the way, we are firming up. Paul's actually been working on SOPs for our inspectors, so we're going to have everything in writing, and we will bring that to you to review, like we get the complaint, how many days, what's the follow-up for each one of these items, when do the re-inspection fees get issued, at what point do they stop, do we go to a citation, those types of things.

- What's the timeline for that?

- [Cheryl] It's a timeline, that's what we're putting together.

- No, what's the timeline, for us to see that?

- I think we're pretty close to being done.

- [Paul] Yeah.

- [Cheryl] A couple of weeks to finalize it.

- Do you want to wait until that's through?

- This is kind of pending, Personnel is waiting on it for us to do something, and then hand it to Personnel.

- [Cheryl] Right, so your communication, Alder Wery, it's got like a number of things. One is that SOP, right?

- Yep, yep.

- [Cheryl] Which we can get to you, and you guys can review and tell us if you like it, because the bottom line is if Council doesn't support what we're doing for inspection, you have to support inspection, we have to come together on this. Because we need your support to do the job that we do, right? So policies and procedures. At any time if we have a complaint against someone and they send us an email saying look, would you please copy an alder in on this, we do that. We will do that, that's not a problem. So we'll copy them in on emails. I don't know with regards to providing that complaint tracking, if we can do that or not. That's a question for the Law Department.

- Sometimes you'll have people who are not on the internet, whether they're elderly or just don't have access, and they call you, and they say, help. They can't be cc'd on anything 'cause they don't have that.

- Yeah, I know, right. And I understand what we brought up before, Cheryl, about an alder, and I think I know, remember the situation, but sadly--

- [Cheryl] There are a number of them.
- Well, okay. Personally, I don't consider myself one of those folks. But we have 12 folks on Council.
- [Cheryl] Hm, well.
- What was that head tilt?
- I dunno, maybe I am, maybe I am part of the problem. I don't know, like I said, when I said customer service, that's kind of a broad brush.
- [Cheryl] Right.
- I understand that.
- [Cheryl] So we have the policies, we'll work on the policies, SOPs, procedures. The standards and work expectations of inspectors, is that the SOPs, is that what you're talking about?
- Sounds like it, yeah.
- [Cheryl] Okay. And then the ability of adding evening hours and weekends?
- That's something I've always wondered because--
- [Cheryl] Show us the money. That's a budgetary issue, right? And is it just the inspectors, is it the administrative staff to support them, I mean, it's kind of a Council.
- Well, is it a budget issue, or could it be different hours?
- Inspectors are hourly employees, so I'm not sure.
- Instead of working 9:00 to 5:00 can they work noon to 8:00?
- Every 5th Saturday?
- [Cheryl] I'm not sure.
- Whatever, I don't know.
- Yeah.
- [Cheryl] I'm not sure on that, I'd have to check. I know that right now, if they have to work overtime, it's either they can flex it or they can comp and get paid out, it's like options, so.
- That's something you could look at?
- [Cheryl] Yeah, I mean, find out from Personnel.

- Take turns working Saturdays. Take turns working evening hours.

- [Cheryl] Have you had a request for those things? I have not heard that, as a request that we need that.

- I've always thought that would be needed, I don't know how many times. There's an evening thing, and home inspectors only work a day job, even though our inspection issues are pretty much 24/7.

- [Cheryl] For permitting or just housing inspection?

- Housing inspections, yeah.

- [Cheryl] Okay.

- Yeah, that would be, especially people that are home in the evening, they're home on the weekend, that's the time you can, a lot of people they'll get phone calls or letters but they never get to meet the inspector. Right, I mean, that happens a lot. And then I get a lot of complaints that they never get called back, and I don't know if they're just telling me that, but.

- [Cheryl] Right, and in all fairness, our inspectors kind of like to ride a little bit under the radar, because they're dealing with some very difficult people. We just had an inspector escorted out of the building with an officer, because there was somebody here that wasn't happy with them, and that was last week.

- Yeah, I believe it.

- [Cheryl] You know, it's kind of a tough job, so they're not really out there saying, hey, we're inspectors. They're uniformed, they're out in the field, but--

- You know, I find sometimes, just because of the nature of the job, sometimes I can talk to an inspector, depending on the situation you can see their back might be up a little bit, or it's kind of like, well, you have to kind of navigate differently. And it's not consistent.

- [Cheryl] Well, because our inspectors, I'm gonna be very frank with you Alders, the inspectors are used to fighting the alders, along with trying to enforce the code. So not only are they trying to convince this person this is what you need to do, and offer the tools to them, they also have to convince the alder. And that's a tough, that's your boss. I mean, that's, how do you navigate that? We all should be--

- I don't think we should have to, and that's where I'm really looking forward to those operating procedures.

- Yeah.

- [Cheryl] Well, and those are just our internal ones. The operating procedures are kind of your operating procedures, with regards to how you involve yourself on that complaint, because there's

many ways you could assist someone to work through the inspection process. But working with us would be better, sometimes.

- Well this is where we, a lot of the alders get their connectivity with the citizens because of issues.

- [Cheryl] Right, absolutely.

- Most of the folks who I have met or talked with for over seven years I've been on council, are the people who have issues and problems.

- [Cheryl] Right, right, and they're gonna call you.

- And if you work for them, or fight for them, and try to make sure that, okay, the City still has to do their job, a lot of times we can be of benefit too.

- [Cheryl] Absolutely.

- And you've gotta look at that as well.

- And I think meeting in person with an inspector can be a good thing. I've had a lot of times where inspector comes out and that human touch smooths it over. I don't know how many times you've had to go out in the evening, on the weekend, and show somebody what needs to be done, and oh, okay, but getting a letter or a phone call doesn't do it. But when you get out there and you say, well here, you can see why you need to do this, so I'm actually doing the inspector's work by being the middle man, trying to explain to them why it needs to be done.

- [Cheryl] Well, and hopefully, and we just had this actually recently, we've had a couple of alders not understand what needs to be done, and give the wrong information. So not the person's coming back to us and saying, well the alder told me that I didn't have to do this. Then we're like, oh, okay, now what do we do in that situation, right?

- And how often has that happened in the last six months?

- [Cheryl] In the last six months?

- A number of times?

- [Cheryl] Three times, at least I can think right off the top of my head.

- And then you have to do damage control?

- Kind of, right, I'm like, well--

- And you've got bad customer service because of the alders.

- [Cheryl] Right, and then we have bad, right, and our inspectors are like, well, don't you know what's going on, the alder told us. I had a person tell me they could install a shed in their front yard, because the alder said they could do it. No.

- Don't look at me.
- Are we saying talk to an inspector?
- [Cheryl] Present company excluded.
- I was going to say, it wasn't me.
- [Cheryl] Right, so?
- Well there are things that are common sense too, but there is no way for even us alders to know every ordinance and every nuance that's out there, so we do rely on you for that, but, we'll still check and try to solve it where we can. I think it's important that we all respect each other.
- [Cheryl] I agree with that, 100%.
- You're being.
- [Kathy] I did have a situation, and I think you know who I'm talking about, a lady--
- Is this story time again?
- [Kathy] No, no, with this topic here, she was a little, she's set in her way. And I went over a couple of times and finally, I got her to agree to do a planter. So now she's okay. I want to do a little berm with a little wall, you can put it back there, you won't get, no, no, she didn't wanna do that, what if I do this? Okay, you can put that in a planter. So finally, you know, she was, she's kind of set in her way. And the inspector says this. And that couple of us alders kind of in the middle trying to help her. And finally, yeah, sometimes an alder can help, but yeah, and I had to talk to Cheryl, talked to her a couple of times about the decision. Find out what's their side, to make sure. And I've also had a lady, she hasn't contacted me for quite a while, but she used to, all kinds of things, so I would go to the person. I'd go check it out, and if I find the person there, I would tell them, this is what you have to do, because this is the rule. I would make sure he knew what it was and said, if you don't do it, I'll give you a couple of days or so, and if you don't do it, then I will report you. And that helps too to hold them.
- Okay, thank you for your stories, Alder Lefebvre.
- Alder Steuer.
- You're very sure though you understand with the help you do, and what the code is, and what the County can't do.
- I have no stories, but anyway, as far as the working with, bringing this policy forward, I'm just wondering if there would be a code of conduct, if you will, that you would expect from us, in there. Is there anything that?
- [Cheryl] I would, yes.

- And I don't know if that's a combination of--

- [Cheryl] I thought there was something already.

- What we can do?

- Just like a general.

- [Cheryl] It was just kind of a general?

- Yeah.

- And I'm just saying, okay, you could have maybe several, what I'd like to see is maybe several examples of certain things. The fence issue. A porch, you could just tentatively say, okay, here's a situation, and I realize that there's hundreds of different situations, but if you had a couple that were somewhat prominent where we've had experience with that all the time, to maybe say, okay, this is what we do, and what is expected, how do you do that in such a way that, not make us feel that we can't do our job.

- UDC training maybe? I mean, there's some things, the garbage pick, there's some obvious things, cars, garbage pickups, but there's more difficult ones that, you know, really advocate to work with us. Bring the person in and we'll sit down and have a meeting. The three of us if we need to do that. We can do those types of things.

- Right, but sometimes we'd need a reminder of that as well, so maybe there's something that would say, we've noticed some of these trends, and maybe we can do something differently that way.

- [Cheryl] Right.

- All right, Alder Wery, what would you like to do?

- How long would we need, Cheryl.

- [Cheryl] Well, is this going to go back to Personnel?

- It is.

- [Cheryl] Next Personnel meeting? Forward it back to Personnel with these?

- Is that enough time?

- Well are you going to be ready with everything?

- Well that's what, two weeks, or? When's the next Personnel meeting?

- I think--

- Two weeks.

- [Cheryl] Two weeks.

- That's something I'm going to ask the Assistant City Attorney to weigh in on, it's my understanding that it was brought to this committee because it was requested in the communication to come to this committee, but this committee doesn't have jurisdiction over this. This is a personnel matter, it needs to go to Personnel. So Personnel held it last night because this was the first committee identified in the communication. They're waiting for I and S to move it over there.

- Move it over, okay. This should help.

- I think it will, and I think if the alders who sit on Personnel review the video and read the transcript of the verbatim minutes, I think a lot of this discussion is going to be incredibly helpful for them. Unfortunately I think we're going to have a lot of it again from that first time.

- [Cheryl] We actually planned on bringing these SOPs to Protection and Policy, that's where we were going to bring them, because that's where we normally bring inspection types of related issues, to P and P. And then we were going to have P and P review them, go through them, then bring them to Council for final approval. Hopefully with support from the Council. I mean, it doesn't really make any difference to us where we take them, but that might be a better fit.

- Will your question resolve as it relates to the customer service stuff, which is probably more the Personnel.

- [Cheryl] Right, if there's a customer service with regards to the way inspectors are in the field, that would be a Personnel issue, but I'm not aware of those issues.

- Well, and obviously by the time we hear from constituents, they're already, so it's hard to tell. They're seeing it through different glasses from, I can't comment on that. I guess for me a big part of it was the customer service between each other, 'cause we're a team. And I'm used to getting a higher level of teamwork, and now, it can be a pretty bare loan.

- [Cheryl] But you understand why, because of the public records, which--

- Well, instead of maybe, I mean there's been times that I've emailed and I haven't heard back for a week. That's uncalled for.

- [Cheryl] That I agree with you 100%.

- Okay.

- [Cheryl] And alders, we like to say one to two days, we like to get back on alders, whatever that issue is, regardless.

- 'Cause people are thumping on us, and if we don't hear back, I mean, all I'm gonna say is staff didn't get back to me. I don't wanna do that, I'd rather be, good turnover.

- [Cheryl] Well, get that email to me, first of all, if you don't get a response from staff. Because if somebody's out or something, you know what I mean, I need to follow up on that.

- I usually, I have an inspection email I send, and it goes to like four people. And that way I cover just the general inspection email, and then a couple different inspectors. I had an email from someone who really, I won't say the inspector, they walked it through two paragraphs of here's what's going on, and here's a little bit of the history.

- [Cheryl] Right, yep.

- Perfect. A lot of the times, it'll be just, aw, just go read the complaint, here's the link.

- [Cheryl] But I think that email though actually had you, you were working with the owner at that point, right? So it was kind of--

- This is a more recent one.

- [Cheryl] Oh, okay.

- This was just today actually.

- [Cheryl] Oh, okay.

- Yeah, somebody I used to have as an inspector.

- I'd say most of the time I've been very satisfied with inspection, I'll take a picture, send it there. Bam, get it, they look at it. Get it back, and then I can get, the citizens have to, because they want to be heard.

- [Cheryl] So hopefully the turnaround time, hopefully, is good, and if we miss it, I apologize for that, right?

- They just want to be heard.

- I like to get the little bit of the background. There was one on Walker Drive, that was just horrible, a horrible mess, but if I can get a little bit of that background just so I get filled in, that's not going to be in the public record, but kind of our internal stuff, that helps me.

- [Cheryl] Right.

- Lindsay, you had something to add?

- [Lindsay] And that was along the lines of a comment that I was going to make. The inspectors are free to give nonconfidential information at their discretion, but just to follow up on the code of conduct question, one of the reasons that we can't give unfettered access to all the notes and all of those things is because with the Open Meetings laws, but also there may be privileged information in the notes, like if an inspector talks about what he talked to Attorney Maes about with respect to prosecution or anything like that, that's privileged, and then we run into a position where an alder

maybe intentionally, without meaning to, violates privilege, so those kinds of things. And then you run into, is it a potential ethics violation under our municipal code. So that's why we're trying to kind of avoid all of these questions, but if you do reach out to the individual inspectors, if they have the time, at their discretion they can give you that information, and like I said, if you all sit down for a meeting or whatever's most helpful. But it is helpful, I think, from a community service perspective to say to the constituent, when you talk to the inspector, loop me in, as well as whatever you're doing on your end to reach out, so that when the constituent asks for that and you do begin to be cc'd on the emails that get sent to you..

- The story Alder Lefebvre just told you, that person went to no less than five alders with regards to this issue. We'd gone through the whole process. So some people will just start making calls, right?

- I refer people to their alder.

- And each alder's going to react differently.

- Right, right.

- And so, you know I think with the legal ramifications and that, maybe just a refresher to say, okay, this is what you're allowed to say or do.

- Right.

- And we have the inspectors will give certain information out that they feel is okay and it's not confidential.

- Right.

- Maybe that's something that could be included in that alder orientation communication I submitted a year and a half ago.

- I was thinking of that.

- Yeah.

- Well, that's fine. I've been here seven years and I still haven't.

- Cheryl's taking a note. Thank you Cheryl.

- Oh oh, is that something you're working on?

- [Lindsay] Not me specifically, but the Law Department is.

- [Cheryl] The Law Department is, we were just talking to that, and I said, please have Inspection at that meeting, so we can go through processes so you understand how it works, right, even timelines, and those types of things.

- Flowcharts, maps.

- Numbers.
- Is that item below or above my review of the Ethics policy that we've been waiting on for a year.
- All right. Where are we going with this issue? You're not getting above me.
- I think we've had a good discussion here. We've got enough, a number of people here. It's going to go to another committee or two, is it going to Protection and Policy first?
- [Cheryl] That's up to this Committee, right? Where would you like to refer this to? Your communication to, right?
- Well, Personnel would have to handle part of it.
- Part of it. I'm on Protection and Policy, I'd be more than willing to look at that.
- [Cheryl] So bring the SOPs to P and P?
- Yeah.
- Sure.
- [Cheryl] And then next Personnel, are there specifics for, is that customer service part of the communication?
- That, and then look at the evening and weekend.
- [Cheryl] Evening and weekend hours. If there's a possibility.
- What are other municipalities do, if nobody's doing it, well, I mean, it doesn't mean we don't want to do it, but. What would it take, what would it mean?
- [Cheryl] It's probably going to come down to a cost, potentially. So that's the bottom line, right?
- But I don't know what that means.
- [Cheryl] But I'll find out if there's a way to flex those hours, or if we even require that or not, or enforce it.
- At least look at it, just go over, I appreciate it.
- [Cheryl] Yes.
- And I do lobby, it's honesty. I always say, in the right hand.
- [Cheryl] Thank you.

- All right, do we need a motion here?
- Well, to refer to the Protection and Policy Committee.
- All right, we have a motion by Wery.
- Second.
- Second by Steuer. Any discussion? Seeing none, all those in favor say--
- Well, just one point of clarification. This would be for the next P and P meeting, or is this over a period of time, what are we looking at?
- I guess whenever they're ready.
- Timeframe?
- [Cheryl] We could do the next two weeks?
- Two weeks, four weeks?
- [Cheryl] Analyze the housing inspection.
- [Paul] Three weeks.
- Three weeks.
- [Lindsay] 'Cause it's next meeting.
- Oh, it's next, so--
- It's next month already.
- [Cheryl] P and P's next month, give us--
- P and P is, no, Council's next week, so it'll be--
- Council is next week. That's too many, yeah.
- And there are already changes already in Council.
- In three, three to four weeks, how 'bout that?
- [Cheryl] Give us a month.
- All right.
- All right, a month. That's fine, I'll second.

- So that timeframe, though, is added to the motion. Those in favor say aye.
- [All] Aye.
- Opposed? Motion carries. Thank you, Public Works Staff for your patience on that one.
- And you don't have to go, the rest of the night, and you could stay with us for the rest of the night.
- Consideration with possible action on a request by the Department of Public Works on proposed 2020 Parking Division rates and fees.
- [Chris] Every year when we prepare the budget, as I'm sure you well know because we have them probably every year about this time. And as Director Grenier mentioned earlier, Parking is a stand alone enterprise from the City, so it's money in, money out, it's not tax-levy supported. So we have to generate our own revenue in order to pay our own bills. So looking at the history of the rates, the economy, all that fun stuff, and then our budget needs, and basically, when we came up with our rate proposal, I see that there's one minor error. If you go to the last page, table three, on the report that I put together, the proposed 2020 parking rates.
- What's this report look like?
- [Chris] It's five pages. It looks like a memo, and it's titled Proposed 2020 Parking Division Rates.
- Oh, here it is.
- [Chris] But table three on the back, technically on 2019, we did increase, if you will, the parking, not the citation itself, but there was a rate increase, we had to add \$2.00 processing fee onto it. I probably did that just a month or so ago. So, technically the current rates are 17, 27, 37, 102, and 152. Now, this is going back to the basics, taking a look at history and needs. We are proposing for 2020 a 2% rate increase on rental rates. We did that last year, we didn't do it the year before. It depends on, kind of like I said, economy and need, we've gone as long as two years, and there were some years, way back in the day, in the '90s, where we went about three years in between with no rate increase. But 2%, and as you can see, historically, we've gone 4%, 3%, so we've moderated it kind of a bit, but we're proposing 2%, basic cost of living type stuff, on the rental rate increases. Hourly parking rates we're proposing, right now our off-street in the ramp hourly, and the parking meters are both at 85 cents an hour. Rule of thumb in the parking industry, you really want to have your parking meters a little bit higher than off-street. Kind of an encouragement, hey, park off-street if you're gonna want to park for an extended period of time, otherwise, leave those parking meters for people who really want to be or need to be in front of that business or whatever. So that's an adjustment if you go back historically, we try to do that through the current, last 10, 15 years, to try to keep the parking meters a little bit higher than off-street. And a nickel, it's not a lot, but it's there. We're also, we have not made a parking citation rate increase in five years, with the exception, as I've mentioned, of the processing fee that was added on because we have to do business now in the Cloud based age. So we are proposing, and we did a statewide study, and I got responses, there's another single page, just a fact sheet, because I wanted to see what's the rest of the state doing, and it's titled Wisconsin Statewide Parking Citation Survey Results September of '19. Yeah, I apologize for the size, I put it all on one page.

- What?

- That's a font size two.

- Really?

- [Chris] Yeah.

- You fit it.

- [Chris] There's a little color in there. I apologize. Right, basically, you can see there's a wide variation across the state. I kind of broke it into close by cities, and then other cities. Milwaukee, Madison are seen as larger cities, are more in tune and closer to our rate structure. But just going back and looking at our rate structure, we have not increased parking citation rates in five years. And the revenue stream, and like I said, we don't have goals and quotas, but the revenue stream needs revenue somewhere, and it does support the recommendation at \$5.00 on each of those. So right now it's \$17, we're proposing a \$17 go to \$22, a \$27 go to a \$32, and \$37 go to a \$42. And then the higher ones, no change. Also we haven't had late fees, we haven't looked at late fees in three years. Looking at the statewide late fee, just in the averages, we're way below state average. And part of the reasoning for not wanting to get into more of the zone if you will, regional fee structure, is, again, I don't like to make it sound like we're, we're not, we're not, it's not helping to generate revenue, but, low late fees can and have been shown to be conducive to people not being as care-prone. So we'd like to get it into the zone better by, right now after one week of non-payment we add on \$7.00. And after a month of non-payment we add on another \$15.00. We have an outstanding parking citation, I don't know the numbers, but it's quite significant. That's part of the reason we went to this new Passport system, because they're going to help us improve our late collections. But by making your late rates a little more intense--

- Punitive.

- [Chris] Yeah, punitive, we're hoping that we don't have to worry as much about late collections, let's just get people going, they see the fee, just pay your parking citation, admit, yeah, I parked in a no parking zone. Pay it and move on with your life. So long story short, we're looking to add, make that one week late, add \$12. One month late, we add another \$22. And that falls well within, toward the low end, of the statewide average for late fee structure. So, an even longer, long long story made short, on page two of the report, I put together just a quick summary. So again, we're looking to increase rental parking rates by 2%. And we always round up to the nearest dime, so it'll be \$42.10, plus tax. Now of course you add the tax in, it doesn't make it to the nearest dime, but at least we try to advertise something that's easy to understand. Increase parking meter rates from 85 to 90 cents an hour. The overtime parking, \$15 to \$22, but technically \$17 to \$22, and again, I apologize, that's really a typo error in the system. The no parking, \$27 to \$32. The no stopping, standing infraction, \$37 to \$42. And a one week late goes from \$7 to \$12, plus \$7 to plus \$12. One month late goes from plus \$15 to plus \$22. Everything else remains unchanged throughout the parking system. And that will make our budget balance. Again, money does make the world go 'round, but that's not the primary reason we're looking at increasing rates.

- Chris, I just had a question. So you haven't raised it for five years. With your records, have you noticed that there was a loss, or you're dipping into other funds, or what happened with the budget?

- [Chris] Our capital reserve has taken a hit. And now we're trying to catch up. We're looking at, in the foreseeable future, X number of years, X, unknown quantity, needing a new ramp somewhere in the downtown. The parking study, we're looking at updating the parking study, it's been six years since our downtown parking study, and we need to update some of our--

- What is that fund at right now? Are we privy to that?

- [Chris] Offhand I don't know.

- The other thing is, as we've been having the discussions at Finance Committee, talking about the need to reduce bonding, we do about \$650,000 a year in parking ramp repairs, just to keep our ramps operational. Now, Cherry came online in 2011, '12, and it's starting to need annual maintenance, repairs out there. The ramp isn't that old, but it's already starting to see degradation due to vehicle usage and chloride vehicles when they're parked there in the wintertime. So, what we are hoping to do is get that, at the very least, that's our first step, is try to get the parking ramp repair contract out of a bonding situation so we're not paying interest, and come out of our operating funds. And this year, 2020's budget, I think we will finally retire the debt service payments for the Cherry Street ramp for its construction, which we're well over \$470,000 a year in debt service payments there. What we're doing is we're trying to make a conscious decision consistent with what we've been hearing through some of the other discussion relative to capital planning and long range planning that's come out of the Finance Committee discussions, is to make this fund operate more on a user basis rather than trying to borrow money and pay unnecessary interest. So that also plays in. I think we're looking at going from above, the net effect of some of these changes, we're going to go from about \$3.4 to about \$3.7 million in operating expense this year, so all the changes here that we've recommended really only added up to \$300,000 worth of revenue. At \$300,000, it's 10%.

- Trying to get up to speed a little bit with--

- That's exactly what we're trying to do is get ourselves positioned.

- Part of the way we're doing business now.

- And rather than make that big jump two, three years from now, we're making incremental progress so it's not as brutal to the users of the system to get ourselves positioned properly so that we are sustainable in the long term.

- Did you think about the idea of doing that bigger jump at one time, or did you just feel it wasn't tenable? You know, just because--

- We know it's inevitable if we don't do what we're doing now, and we know that just based on our correspondence with our customers, that it's not going to be received well if we do that.

- Okay, that's all, that's what I needed.

- So who is, when I'm looking at, one of the things I think that would be useful is a breakdown when we look at, like how much revenue, we're looking at the rates, but how much revenue is generated from each of these items? And here's why I think it's relevant. Because we're talking about the need to replace that capital plan, I get it, we've got to do that. I like your idea about let's not pay interest, I like that. My only concern with it though is when I'm looking at these rate increases, I'm not seeing aggregate amounts, and that's important to me because right now when I'm looking at a percentage of increase, the people carrying the burden on that are those that weren't in compliance with parking, when I think the people that should be carrying the burden on it are those using the facilities and causing the degradation.

- And we can definitely provide you with what those revenue projections are.

- And again, just to back up, Steve, right, remember when we're looking at only a 2% increase, right, on fees, how does that translate in terms of total amount revenue generated compared to citations?

- Just in the rental rates alone, I think overall rental rates comprise, I'm gonna say ballpark--

- [Chris] Rental's the bread and butter of Parking Division.

- And I think they should be the ones that are paying for that stuff.

- Somewhere between 2.4 and 2.6 million out of the 3.7 million of that.

- [Chris] It's the major part of it, yeah.

- You understand the point I'm making?

- Absolutely, and you're absolutely correct. What I can tell you anecdotally without quoting numbers, is that's exactly what's happening. The rental rate increase of 2%, because of what the rental rate already is and the number of patrons who rent from us, that 2% rate has an astronomical effect when compared to that \$5.00 jump because we only issue a certain number of citations.

- Would it be possible to have that data available for the Council packet?

- Sure.

- Mm hm.

- Because again, it's one of those things in my mind, I'm looking at it, like, look if it's time to raise citation rates, I get it. But what I'm looking at and saying, instead of raising citation rates by \$5.00, should we be raising them by \$2.00, and raising monthly rates by 3%. I don't know, because I don't have that aggregate data to look at, but that's kind of, I'm just trying to make sure that we're putting net burden on the right users.

- Yeah, it seems to make sense.

- Sometimes you have good ideas.

- I know we've got the projections, because that's how we used them to come up with this.

- [Chris] And that's actually, that's a sensitivity analysis thing that you can't really put on one sheet of paper. I'm not saying that we can't provide it, because that's the stuff that I go through between June and August, screwing around with those numbers, and seeing what revenues we have to generate versus what expenses we have to cover, and what's the more appropriate increase. All that stuff, all those decisions and thoughts are put into it at a staff level.

- And I know that a lot of thought goes into that, Chris, and so I don't want my request to be maybe a reflection of my, you know, cynicism, maybe, in what you're doing. It's just one of those things where we sort of have this responsibility, right, to approve things. But if we don't have the background information to understand that, that's what I'm looking for. Okay, so.

- Well, I just wanted to comment, Steve and Jim, your department always has great reports. And especially, Chris, you do a great job.

- Yes he does.

- You put together a nice, easy to follow, and kudos. I concur with what's been said before, if we can get that data. I see the no parking and no stopping, standing, we'll now be tied for the highest throughout the state, so we won't go over, but we'll be tied for the highest, right, \$32 and \$42. Actually a little more because of the \$2.00 in there.

- Right.

- Is there any reason we didn't raise the disabled one? If there's anyone on here that I think would irk you the most of anybody, is somebody who parks in a disabled spot.

- [Chris] There was recently a big jump. And we don't issue a lot of disabled parking citations.

- Well, I see Appleton's--

- [Chris] If I'm recalling, we issued maybe 40 last year.

- Okay, I see Appleton's 300, would we have any opposition of going 300? Match it with our little brother to the south of us?

- [Chris] It's not going to make a real difference in revenue overall.

- Because I mean, that's the super egregious one. I don't know how many times, I see it more than what I used to, but people parking in handicapped, and then they come flying out, do-ta-do.

- I guess following up and on Chris', Mr. Pirlot's comment, we would have no objection to that, especially as a policy statement.

- And that's really what I'm looking for.

- A statement.

- When we prepare the recommendation on the rate structure, we're simply looking at it from a budgetary standpoint, not necessarily a policy standpoint.

- Do you need a motion on that then? Or can you just change it, or how do you want?

- I guess, if you were to ask me, what would I like to see coming out of tonight, in an ideal world, again, presuming that we get you the data, and I know we can, for the Council packet, and you find agreement with the data we provide you, what I would be looking for would be to approve the 2020 Parking Division Rates and Fees, and I would actually take these four bullet items, and include that as part of the motion, except, I would also add in here, increase the no parking in the disabled from 150 to 300. If that's a modification you would be--

- That would be my motion to, yes.

- The others are okay?

- I'm fine with the other ones.

- I know what you want.

- I see the reasoning behind that, but pending information.

- This information, yeah. So can we do it at Council?

- Okay, here's what I'm gonna offer up. I don't think that I would support that large of an increase, and I honestly wish, because it is really more of like a policy type of thing, I'd almost rather handle that separately.

- All right.

- If you want to embed it in here, that's your choice, but I will say if that's in here, it will prompt me to vote no for this.

- The whole thing?

- The whole thing.

- Because of that one change?

- Because of that one change, yes. I'm not so sure about that one yet.

- All right.

- I want to think about that one a little bit.

- Would a different amount change your mind?

- It's a very significant punitive piece, and I think when most people make the decision to do that, I suspect they wouldn't anticipate a \$300 fine.

- Well then they shouldn't do it. It's probably mostly the reason they don't do that.

- I don't disagree with that, I don't disagree with that. But I think there's the what's appropriate, right, and are we getting any better compliance with a \$300 fine than we are with a \$150, and if not, that's where I would really question that level of jump, because now it just becomes a revenue generator, if the goal is about compliance.

- Is that the most egregious one you can think of? To me that's a bad one, and I don't know, is there anything above and beyond that? I can't think of any.

- But that's my point, we're having a punitive discussion.

- Right.

- And not a compliance discussion.

- I've taken it upon myself to tell people that are parked in a car, and I'll say, hey, move. My wife always says, why'd you do that?

- I would just say if we're going to have a punitive discussion I'd almost rather handle that separately. But that's up to your discretion.

- Well, I'll leave my motion, you don't have to change, to 300, and I'll pass that onto Council and whatever happens happens. With the data that you requested.

- Sure.

- We will have that in time for Council?

- Yes.

- Okay.

- Is there a second?

- Alder Lefebvre.

- I'll second.

- [Kathy] This is not a story. To me it seems like the only way to get people to comply to certain rules and that is through the pocketbook. And I agree. I think anybody who parks in a, it's noted. Unless they didn't, sometimes you will see where it's kind of faint, and they didn't repaint it, but otherwise, come on, you know that you don't park there. I believe it.

- They don't have the fine listed though, do they, on the signs?

- [Kathy] Okay, maybe you should put the, yeah.
- That's a whole another--
- Yeah, I don't know.
- Is there anything like that? I can't think of it, that you would have a fine listed on a sign? That's expensive, that's an expensive thing.
- It does get expensive.
- [Kathy] Yes, it does.
- And that changes over time, so you'd have to get new signs, or change it, so I--
- [Kathy] Can't you just make up your own and hang it on there.
- We do make our own.
- [Kathy] Okay, well just hang it underneath the sign.
- Chris, could you just make a point, in the info that you're generating, could you also include data regarding the number of citations issued for disabled parking?
- [Chris] Oh yeah, I intended to do that.
- All right, thank you. All right, so we have a motion by Alder Wery.
- I second that.
- Second by Alder Steuer? Any further discussion? Seeing none, all those in favor say aye?
- [All] Aye.
- Opposed? Nay. Motion carries. Item number, what are we on, nine. Consideration with possible action on the request by the Department of Public Works to execute Amendment X to the Brown County Municipal Recycling Agreement.
- I was being extremely sneaky as opposed to item X, or Amendment X, it's actually Roman numeral 10. So, that's how it came across from Brown County. Because it is amendment 10, I'm hoping that that tells you something. We entered into the Master Agreement with Brown County. Brown County Port and Resource Recovery Department is the responsible unit for recycling within the county. Each of the member municipalities that are listed on the second page of the document I handed out to your earlier tonight in the handout, are member municipalities of that recycling agreement. This simply updates the agreement for the forthcoming year so that we're eligible for a consolidation grant. By becoming member municipalities and entering into this agreement, we then become eligible for the recycling grant monies from the State of Wisconsin. I have been in contact

with the Port and Resource Recovery Department and we are looking at coming up with a new master agreement. We currently have at least two, possibly more, one agreement for solid waste services, one for recycling, and we're looking at putting all that into a master agreement. But because the current agreement doesn't allow us to go for an extended period of time, we simply have to execute these amendments on an annual basis, saying that we are still in with the County.

- Okay.

- That's time consuming.

- So staff is recommending approval, it's a really good source of revenue for us, to help offset some of the recycling costs.

- Is that kind of a painful waste of time to try to do that year after year, does it take a lot of time to--

- This is simply a procedural item that we are very much in support of.

- Okay.

- Motion to approve.

- Second.

- I have a motion to approve by Alder Wery, second by Alder Steuer. Any further discussion? Seeing none, all those in favor say aye?

- [All] Aye.

- Opposed? Motion carries. Item number 10, consideration with possible action regarding a report on the citation rates from neighboring communities. Referred to staff from the August 14th, 2019, Improvement and Services Committee meeting. Chris, is this you?

- [Chris] I'm sorry, I was talking to Alder Lefebvre.

- Is she telling you more stories?

- Chris, that's the small font that we were discussing previously.

- Yeah, okay.

- And I think I asked for this, if I recall?

- Yes.

- And it was, I think it was, I'm trying to recall, I think it was just a discussion to see if we were kind of in the right neighborhood?

- [Chris] Where we're at, yeah, and that was the super, that 2 pitch font, that's the result of a survey. I talked to every, I just didn't go online, I talked to every single community on the list to get their numbers for comparison.

- Okay. Well, it looks like the deviation really from the norm isn't that substantial in most cases. I mean it seems to be in line. I think really the source of this, if I recall again, was related to the increase in the fee, and just making sure that we're not--

- [Chris] Right, it was a follow up on that.

- On the line, kind of thing, and okay. I'm comfortable with this, unless there's questions, I would entertain a motion to receive and place on file.

- So moved.

- I'll second.

- All right, we have a motion by Alder Wery, second by Alder Steuer. Chris, thank you for the report, though. I don't want you to feel like this was time wasted because I am going to hold onto this, and it's good info.

- [Chris] And I also have more information that I didn't bring tonight.

- All right.

- Thank you.

- Any discussion? Seeing none, all those in favor say aye?

- [All] Aye.

- Opposed? Motion carries. Consideration with possible action on a request by Tycore Built LLC to dedicate to the City of Green Bay the infrastructure improvements in Pine Acres subdivision.

- We periodically come before the Committee with a request to enter into a developer's agreement for subdivision development. One of the conditions of those developer's agreement is once the infrastructure has been completed to a point of substantial completion, the developer then has the ability to come and dedicate that infrastructure and public right of way for public use. So in the case of this particular subdivision, Pine Acres, the developer has reached substantial completion and is requesting to dedicate those improvements to the public, and staff recommends that you accept the dedication.

- Where is that located?

- [James] In the southwest side of town, kind of off of--

- Give me a map.

- In the Pine Acres subdivision.
- Oh, thank you.
- Geez, come on, Mark.
- I want more.
- Last time we ask you to sit in.
- What, I'm?
- All right, I'll entertain a motion to approve.
- Sure, yeah.
- We have a motion by Alder Steuer.
- Second.
- Second by Alder Wery. Any further discussion? Seeing none, all those in favor say aye?
- [All] Aye.
- Opposed? Motion carries. Item 12, consideration with possible action on a request by Holtger Brothers, Incorporated to enter into an annual Hold Harmless Agreement for access to the City of Green Bay sewer system to conduct inspection of the sewer mains and laterals.
- We currently have a similar agreement with KS Energies, who is doing work ahead of Wisconsin Public Service Corporation. What this started off with, primarily when WPS is upgrading gas services, gas distribution lines, especially within residential subdivisions, oftentimes they directionally bore that in the terrace, and the danger is the depth they work at is roughly the same elevation as laterals. So in order to make sure they don't hit the laterals, what they've requested is the ability from the City to enter into our sanitary sewer with a camera. So it's the same type of closed circuit television camera that we use for inspection, except it has a deployable probe that can go up the lateral. They video tape and mark the location of the lateral so that when you're on the surface you can find that lateral. But then they deploy the probe, and then using a Mag-Tec they're able to locate the lateral X, Y, and Z. And you can actually get a depth measurement because of the probe inside of the pipe, and they mark that on the terrace, a spot on the grass, and then they vacuum excavate down to physically see the pipe and get a true depth, and by doing that they're able to set the depth, tell Wisconsin Public Service your gas main has to be 2.7 feet below the surface so you don't hit anything. Right now they only do it on sanitary sewers, not storm sewers because the danger of a cross bore in a storm sewer is less than the danger presented by a sanitary sewer. Sanitary is more of a closed system whereas a storm sewer, God forbid they cross bore a storm sewer pipe. There's a check valve at the house and the man holes, and the inlets are open grates so you would smell gas in the roadway which would cause somebody to call WPS and say, hey there's a gas leak somewhere. Whereas a sanitary sewer you're not going to get that. It will mix in with the sewer gas real quick. And it could be the pressure would be enough to simply blow the trap out into a home. So it has been a very successful

program for us. We required that KS Energies provided a demonstration of competency, they have to hire competent individuals, they can't damage our pipe, they have to have bonding and insurance on file. Okay, that's all great for them, what's in it for us? Number one, our residents don't get their laterals hit. Number two, even though they don't record, they do take observations during the time that they're inside of our pipe, and if they notice obvious problems, blockages, defects, anything like that, they notify us immediately. So it's providing another set of eyes and ears with eyes inside the pipe to find potential problems that could cause back ups in the futures. Because that program, it falls under a subset of municipal engineering that's referred to as SUE or subsurface utilities engineering, and with more and more utilities wanting to be resident within the right of way, that's getting clustered and looking like spaghetti, so we have more utilities wanting to be underground. They are hiring more subcontractors to do the same thing KS has been doing for us successfully for the last seven years. Long story to get to where we are. Holtger Brothers is the next person in line who wants to, they want to be the next KS. We have vetted them out, we have found them to be competent in what they're doing. They will be providing a similar level of effort for other utilities to do this work, so we do recommend approval of this, but we wanted to give you a little history of why they are asking for it, and what benefit to the City.

- Could you repeat that?

- I could, but I think you've been here long enough.

- I am not amused.

- Steve, you indicated that they report back to you when there is a problem.

- Yes.

- How often has that happened with the previous contractor?

- It happens enough. Sometimes they'll simply, we'll get a short form report from them. More often than not they give us we found nothing, no problems, everything is good, which is good information to have as well. But we may get something back saying encountered debris at 257.7 feet from upstream manhole or downstream manhole. That give us, okay, let's go find out what happened. So we go in there with our televising crews, and we check the situation out, and we find, oh, it's high end manhole, there's not a lot of flow there. We need to put this one on a, we have a flushing list. Sometimes we've got structures that are low flow, there's just not a lot in the main, and you have to size, we use a minimum eight inch sanitary main, that's just the smallest size we use so we can get cameras and cleaning equipment and so on in there. But the flow really would only support four inch of pipe. So sometimes you get debris accumulation, and these guys will go in there, and hey, we saw debris. Okay, so we go out there and check it out, oh yeah, it's a low flow pipe. Once every six months we'll go out there and run a 100 gallons of water down to make sure everything got flushed down the sewer, so sometimes it's, more often than not, the vast majority of the time we get confirmation back that everything is good. Periodically we get reports that there is an issue. More often than not when we go to investigate the issue it's garden variety, run-of-the-mill type stuff that we see everyday. But there have been a couple of times where they have noticed issues within the pipe that have prompted us to go and do a further investigation where it has headed off something that could have otherwise been very costly. For instance, they will note that what we refer to as quarter cracking, 12, six, three and nine, the quarter points of the pipe. On old clay pipe especially,

that's the weak points, and that's where the pipe starts to crack, and then the pipe starts to squish. They'll let us know, heavy quarter cracking, root infiltration, so on and so forth. We'll go out there, take a peek at that, and okay, let's put that one on the lining contract for next year. We may not have known that 'cause that wasn't a basin we're not gonna televise for the next two years. So by the time we got around to our routine televising where that one's order came up, we may already have had a failure which would have resulted in the sanitary sewer backup. But simply because these guys were out there doing a project for Wisconsin Public Service, they noted it, we were able to get out there and get the situation resolved before there were problems. So it does happen.

- Okay.

- Do they report out, you just said they report to you, is it a weekly, biweekly, or does it just depend on the situation?

- It's when they're out there. Typically within a week of them completing their work, they're turning over whatever they found to us, good, bad, or otherwise.

- But I'm just wondering if there's, just to keep consistent, would you find it, even if they reported to you, saying everything's good this week. You don't care?

- It wouldn't do any good because they may go four weeks without doing any televising.

- All right, I thought there might be some consistency. Nope, all right.

- Nope, it's whenever Wisconsin Public Service has a project then they're out there.

- That's fine, okay, thanks.

- I'll entertain a motion.

- Motion to approve.

- Second.

- A motion by Alder Steuer, second by Alder Wery. Any discussion? Seeing none, all those in favor say aye?

- [All] Aye.

- Opposed. Motion carries. Item 13, consideration with possible action on applications for Concrete Sidewalk Builder's Licenses by the following. A. McDonald Services, LLC. B. N & L Concrete Construction, LLP. And C. Tri-North Builders, Incorporated.

- All good?

- [James] Yep.

- All good, recommend approval.

- Move to approve.
- Second.
- We have a motion by Alder Wery, second by Alder Steuer. Any discussion? Seeing none, all those in favor say aye?
- [All] Aye.
- Opposed? Motion carries. Item 14, consideration with possible action on application for a Tree and Brush Trimmer License by A Four Season Tree Care.
- [James] Good.
- Good, and we recommend approval.
- Move to approve.
- Second.
- We have a motion by Alder Wery, second by Alder Steuer. Any discussion? Seeing none, all those in favor say aye?
- [All] Aye.
- Opposed? Motion carries. Item 15, consideration with possible action on application for Underground Sprinkler System License by--
- IXL.
- Is this IXL now, or is this nine L? Sprinkler Systems.
- It's 4I.
- Actually, no. It would be 4I, yeah.
- You're good.
- 4I I think.
- Yep.
- Although I think that's wrong too, but.
- Yeah, it is, still.
- It's wrong, but.

- All right, by IXL Sprinkler Systems.
- Okay, good, and recommend approval.
- Move to approve.
- Second.
- We have a motion by Alder Wery, second by Alder Steuer. Any discussion? Seeing none, all those in favor say aye?
- [All] Aye.
- Opposed? Motion carries. E, Informational, Director's Report on recent activities of the Public Works Department.
- Only two things I wish to report to you tonight. We did have a situation on Main Street last, not last week, two weeks ago. It'll be two weeks ago tomorrow. With the high groundwater and river elevations that we've been experiencing because of the flooding events, obviously river elevation's at bay, everything is up right now. And we have some old infrastructure that crosses rivers. As a result the rivers do have some impact, some influence on the trenches. 24 inch sanitary sewer on Main Street in front of the Riverside Ballroom, dates back to 1933. It was an old Green Bay Metropolitan Sewerage District line. Due to hydrostatic pressure last Thursday it collapsed. Our televising contractor, and we come to you with both the basin televising, and then we televise for next year's program, our basin televising contractor was out doing some televising in the area. Happened to be on Newhall Street, which happens to run alongside of BBs Tavern off of Main Street and goes off to University, noticed that there was some surcharging in the Newhall line, so they took it upon themselves to do a little bit of investigation. Came down into Main Street, got in front of the labor hall, and noticed that there was flow in the manhole, the intersection of Newhall and Main, there was a surcharge manhole there. But down at the next manhole downstream, we had flow, but it looked to be muddy. So they contacted us right away. We went out and investigated. We did have sanitary sewer release to Baird Creek. Estimated it was limited to about 150 gallons. We were able to get on top of things right away. Immediately mobilized our contractor in there. It took us a full week because of ground conditions. I was out there for the last 15 feet of pipe, and to lay 15 feet of 24 inch pipe in normal conditions, is usually about 25 minutes worth of work. It was 3-1/2 hours because of the amount of water that we were dealing with in the trench. So we did, Matt Heckenlaible immediately notified DNR. Everything went exceptionally well. De Keyser Construction is one of our emergency contractors. Kirk pulled everything that he had off of private work to come out for a week and work with us. Did a fantastic job. So we did have the problem. That's why Main Street was restricted to one lane for a little over a week. But we were able to respond to that, and I think it went very, very well. That could have been a very catastrophic event because immediately downstream, had Northern Pipe not found what they did, it's a twin siphon, two 10 inch diameter siphons, and as the name suggests, they go under the East River right by East High. That's 700 feet away. And we could have plugged both of those siphons which would have wiped out, caused backups across the entire east side of Green Bay. Definitely the north east corner. So bullet dodged, and it was due to team work between all the contractors and various tools that we use. And the Utilities Division, definitely, they don't get noticed a lot. Nobody really sees those guys until something goes

wrong. And they literally worked 24/7 for a week. We had to sit round the clock and babysit eight inch pumps and make sure the bypass pumping was completed and everything else, the guys did a fantastic job. So I just want to recognize them.

- Kudos, team.

- Yeah, kudos.

- And then Chris and I were having a discussion shortly before we walked in the door, and it was part look out the window to see the color of the trees, part look at the calendar, and part do a Voodoo dance. October 14th we will put a press release out, we'll get it on social media, but October 14th we'll begin loose leaf collection.

- Now we just have to tell the trees to give up their leaves.

- Yeah.

- Yeah, that's where the Voodoo dance comes in.

- Just saying.

- And that concludes my report.

- Motion to receive and place on file.

- Second.

- All right, we have a motion by Alder Steuer to receive and place on file, second by Alder Wery. Any discussion? Steve, just one thing that I would mention before we take a vote on that. This is a lot of great information that's been shared with us today. I think for us to be effective committee members, with the amount of information that's here, I think we could do a lot better if we had this in advance.

- I agree. We were literally still pulling things together in the last minute.

- All right, I'll thoroughly give this the attention it needs before Council, but I think then what happens is we're forcing Council to be the Committee. So if we could get this in advance, if you guys could make a little extra effort on it, it would be much appreciated.

- Yep.

- All right, all those in favor say aye.

- [All] Aye.

- Opposed? Motion carries. Next Committee, October 9th, 2019.

- Motion to adjourn.

- Second.

- Motion by Alder Steuer to adjourn, second by Alder Wery. Any discussion? Seeing none, all those in favor say aye?

- [All] Aye.

- Opposed? Motion carries, we are adjourned.